



U.S. Department
of Transportation

United States
Coast Guard



**Merchant Marine Deck
Examination Reference Material**

REPRINTS FROM THE

**LIGHT LISTS
AND
COAST PILOTS**

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COMDTPUB P16721.38

5 Aug 1993

COMMANDANT PUBLICATION P16721.38

Subj: MERCHANT MARINE DECK EXAMINATION REFERENCE MATERIAL,
REPRINTS FROM THE LIGHT LISTS AND COAST PILOTS.

1. PURPOSE. This publication contains reference material for use during an examination for a merchant marine deck license. It contains excerpts from Light Lists, Volumes 1 and 2, and Coast Pilots 2 and 3. This manual is current with the training charts used in the examinations.
2. DISCUSSION. Applicants for merchant marine deck licenses are tested to ensure their professional qualification. Some practical navigation questions are based on material in this publication, and applicants must refer to this publication to answer.

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2. DISCUSSION. Applicants for merchant marine deck licenses are tested to ensure their professional qualification. Some practical navigation questions are based on material in this publication, and applicants must refer to this publication to develop the correct answer.

PROCEDURE. This publication is available to applicants taking a deck merchant marine examination. The covers available for sale from the the Government Printing Office (GPO) are printed with red ink. The covers used in the Regional Examination Centers are printed with green ink. Applicants who purchase copies of this publication from the GPO may not use their personal copies during examinations.

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- a. Regional Examination Centers will be provided with an initial supply of this publication. Replacement and additional copies are available through standard distribution sources.

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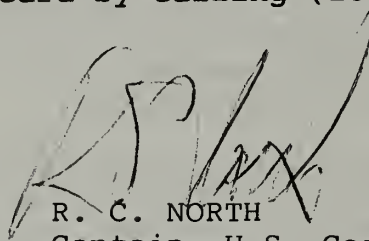
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- b. The public and other Coast Guard units may order copies of this publication from the GPO at the following address:

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R. C. NORTH
Captain, U.S. Coast Guard
Acting Chief, Office of Marine Safety,
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INSTRUCTIONS

1. This reference contains extracts of the LIGHT LISTS and COAST PILOTS. Some practical navigation questions in the deck examination booklets require plotting on Training Charts to determine the answer. Navigational information necessary to aid in plotting these problems is contained in this manual.

2. Applicants may also refer to this manual when testing with any module except Rules of the Road. For example, if the question in a Navigation General module is, "You lose sight of Orient Point Light, on the eastern end of Long Island, at a distance of 9.0 miles. What is the approximate meteorological visibility?", then you must use the "Luminous Range Diagram" on page xxxiv of the LIGHT LIST found in PART 1, SECTION A.

3. This manual is in 2 parts to correspond with the Training Charts. Each part has a section A (Light List) and a section B (Coast Pilot). Each section has its own index and three sections are printed on colored paper. The other section is printed on white paper.

Part 1, Section A - Blue pages

Part 1, Section B - White pages

Part 2, Section A - Yellow pages

Part 2, Section B - Green pages

4. Applicants who wish to comment on any material in this publication should complete a Comment/Protest form for the question involved and give it to the examiner.

5. Individuals not taking an examination who wish to make a comment about this publication should send a written comment, citing this publication and the appropriate page and paragraph to:

Commandant (G-MVP-5)
U.S. Coast Guard
REPRINTS from LIGHT LISTS & COAST PILOTS
2100 Second Street SW
Washington, D.C. 20593-0001

All comments are welcomed and will be acknowledged. Valid comments will be incorporated into this publication.

MERCHANT MARINE DECK EXAMINATION REFERENCE MATERIAL

Reprints from

LIGHT LISTS and COAST PILOTS

TABLE OF CONTENTS

PART 1. BLOCK ISLAND and EASTERN LONG ISLAND SOUNDS

SECTION A. LIGHT LIST - Volume I (blue pages)

SECTION B. COAST PILOT - 2 (white pages)

PART 2. CHESAPEAKE BAY ENTRANCE and approaches

SECTION A. LIGHT LIST - Volume II (yellow pages)

SECTION B. COAST PILOT - 3 (green pages)

NOTE: For general information, regulations, and appendix refer to appropriate section in PART 1. This general information has been deleted from PART 2.

PART 1 - SECTION A

LIGHT LIST

Volume I - Atlantic Coast

covering

BLOCK ISLAND SOUND and EASTERN LONG ISLAND SOUND

including

general information on pages i to xxxiv

contents found on page iv

DEPARTMENT OF TRANSPORTATION, U.S. COAST GUARD

LIGHT LIST

Volume I

ATLANTIC COAST

St. Croix River, Maine to
Toms River, New Jersey

IMPORTANT

THIS PUBLICATION SHOULD BE CORRECTED
EACH WEEK FROM THE LOCAL NOTICES TO MARINERS
OR NOTICE TO MARINERS AS APPROPRIATE.

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PREFACE

Lights and other marine aids to navigation, maintained by or under authority of the United States Coast Guard, on the Atlantic coast of the United States from St. Croix River, ME to Toms River, NJ are listed in this volume.

Included are all Coast Guard aids to navigation used for general navigation. Not included are Coast Guard mooring buoys and some buoys having no lateral significance such as special purpose, anchorage, fish net, and dredging.

PRIVATE AIDS TO NAVIGATION

Included—Class I: Aids to navigation on marine structures or other works which the owners are legally obligated to establish, maintain, and operate as prescribed by the Coast Guard.

Included—Class II: Aids to navigation exclusive of Class I, located in waters used by general navigation.

Not included—Class III: Aids to navigation exclusive of Class I and Class II, located in waters not ordinarily used by general navigation.

This list, published annually, is intended to furnish more complete information concerning aids to navigation than can be conveniently shown on charts. It is not intended to be used during navigation in place of charts or Coast Pilots and should not be so used. The charts should be consulted for the location of all aids to navigation. It may be dangerous to use aids to navigation without reference to charts.

This list is corrected to the date of the Notices to Mariners shown on the title page. Changes made to aids to navigation during the year are published in the Local Notice to Mariners and the Notice to Mariners. Important changes to aids to navigation are also broadcast by the U.S. Coast Guard through Coast Guard or Naval radio stations. Mariners should keep their Light List, as well as charts and other nautical publications, corrected from these notices and should consult all notices issued after the date of publication of the Light List.

IMPORTANT: A summary of corrections for this publication, which includes corrections from the dates shown on the title page to the date of availability, is published in the Local Notices to Mariners and the Notice to Mariners. These corrections must be applied, in order to bring the Light List up-to-date. Additionally, this publication should be corrected weekly from the Local Notice to Mariners or the Notice to Mariners as appropriate.

Mariners and others are requested to bring to the attention of the District Commander (see p. iii) or Commandant (G-NSR-3/14), U.S. Coast Guard, 2100 Second St., S.W., Washington, DC 20593-0001, any apparent errors or omissions in these lists.

RECORD OF CORRECTIONS PUBLISHED IN LOCAL/WEEKLY NOTICES TO MARINERS

YEAR 19__

1.....	14.....	27.....	40.....
2.....	15.....	28.....	41.....
3.....	16.....	29.....	42.....
4.....	17.....	30.....	43.....
5.....	18.....	31.....	44.....
6.....	19.....	32.....	45.....
7.....	20.....	33.....	46.....
8.....	21.....	34.....	47.....
9.....	22.....	35.....	48.....
10.....	23.....	36.....	49.....
11.....	24.....	37.....	50.....
12.....	25.....	38.....	51.....
13.....	26.....	39.....	52.....

YEAR 19__

1.....	14.....	27.....	40.....
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3.....	16.....	29.....	42.....
4.....	17.....	30.....	43.....
5.....	18.....	31.....	44.....
6.....	19.....	32.....	45.....
7.....	20.....	33.....	46.....
8.....	21.....	34.....	47.....
9.....	22.....	35.....	48.....
10.....	23.....	36.....	49.....
11.....	24.....	37.....	50.....
12.....	25.....	38.....	51.....
13.....	26.....	39.....	52.....

North American Datum of 1983: Through the use of satellites and other modern surveying techniques, it is now possible to establish global reference systems which provide more accurate geographic positions. Currently, several datums such as the North American Datum of 1927, U.S. Standard Datum, Old Hawaiian Datum, Puerto Rican Datum, Local Astronomic Datum, and others are in use. The National Oceanic and Atmospheric Administration (NOAA) has identified the North American Datum of 1983 (NAD 83) to replace the various datums in use on charts.

NOTE: The geographic positions listed in the Light List are referenced to the horizontal datum of the current edition of the chart identified in the heading preceding an entry. Corrections to the geographic positions listed will appear in the Local Notices to Mariners and the Notice to Mariners as new charts referencing NAD 83 are issued.

COAST GUARD DISTRICTS AND ADDRESSES OF DISTRICT COMMANDERS

DISTRICT	ADDRESS	WATERS OF JURISDICTION
FIRST	408 Atlantic Avenue Boston, MA 02110-3350 PHONE: DAY 617-223-8338 PHONE: NIGHT 617-223-8558	Maine, New Hampshire, Massachusetts, Vermont (Lake Champlain), Rhode Island, Connecticut, New York, to Toms River, New Jersey.
SECOND	1222 Spruce Street St. Louis, MO 63103-2835 PHONE: DAY 314-539-3714 PHONE: NIGHT 314-539-3709	Mississippi River System, except that portion of the Mississippi River south of Baton Rouge, Louisiana and the Illinois River north of Joliet, Illinois and the Tennessee-Tombigbee Waterway below Mile 411.9.
FIFTH	Federal Building 431 Crawford Street Portsmouth, VA 23704-5004 PHONE: DAY 804-398-6486 PHONE: NIGHT 804-398-6231	Toms River, New Jersey to Delaware, Maryland, Virginia, District of Columbia and North Carolina.
SEVENTH	Brickell Plaza Building 909 SE 1st Avenue Miami, FL 33131-3050 PHONE: DAY 305-536-5621 PHONE: NIGHT 305-536-5611 Commander Greater Antilles Section U.S. Coast Guard P.O. Box S-2029 San Juan, PR 00903-2029 PHONE: 809-729-6870	South Carolina, Georgia, Florida to 83°50'W, and Puerto Rico and adjacent islands of the United States. Immediate Jurisdiction of waters of Puerto Rico and adjacent islands of the United States.
EIGHTH	Hale Boggs Federal Building 501 Magazine Street New Orleans, LA 70130-3396 PHONE: DAY 504-589-6234 PHONE: NIGHT 504-589-6225	Florida from 83°50'W, thence westward, Alabama, Mississippi, Louisiana and Texas.
NINTH	1240 East 9th Street Cleveland, OH 44199-2060 PHONE: DAY 216-522-3991 PHONE: NIGHT 216-522-3984	Great Lakes and St. Lawrence River above St. Regis River.
ELEVENTH	Union Bank Building 400 OceanGate Blvd. Long Beach, CA 90822-5399 PHONE: DAY 310-499-5410 PHONE: NIGHT 310-499-5380	California.
THIRTEENTH	Federal Building 915 Second Avenue Seattle, WA 98174-1067 PHONE: DAY 206-553-5864 PHONE: NIGHT 206-553-5886	Oregon, Washington, Idaho, and Montana.
FOURTEENTH	Prince Kalanianaʻole Federal Bldg. 9th Floor, Room 9139 300 Ala Moana Blvd. Honolulu, HI 96850-4982 PHONE: DAY 808-541-2320 PHONE: NIGHT 808-541-2500	Hawaii, American Samoa, Marshall, Marianas, and Caroline Islands, and Subic Bay, Philippines.
SEVENTEENTH	P.O. Box 25517 Juneau, AK 99802-5517 PHONE: DAY 907-463-2245 PHONE: NIGHT 907-463-2000	Alaska.

CONTENTS

GENERAL INFORMATION:	Page
Light List Coverage	Inside Front
Preface	ii
Private Aids to Navigation	ii
Record of Corrections.....	ii
Districts and Addresses of District Commanders	lii
Introduction.....	v
Description of Columns	v
Related Publications	v
Notices to Mariners.....	vi
Reporting Defects in Aids to Navigation	vi
U.S. Aids to Navigation System	vi
Types of Marks	vii
Buoys and Beacons.....	viii
Lighted Aids to Navigation	viii
Oil Well Structures	ix
Characteristics of Aids to Navigation.....	ix
Light Colors	ix
Light Rhythms.....	x
Characteristics of Lights	xi
Shapes	xiii
Numbers	xiii
Dayboards.....	xiii
Other Short Range Aids to Navigation	xv
Variations to the U.S. System.....	xv
Bridge Markings.....	xvi
U.S. Aids to Navigation System (Illustrated)	xvii
Electronic Aids to Navigation.....	xxi
Racones	xxi
Radar Reflectors.....	xxi
Radiobeacons	xxi
Loran-C	xxii
Global Positioning System (GPS)	xxiii
Glossary of Aids to Navigation Terms	xxiv
Abbreviations Used in Coast Guard Broadcast Notices to Mariners.....	xxvii
Radiobeacon System - Atlantic Coast.....	xxx
Radiobeacon System - Atlantic Coast (Chartlet)	xxxii
Geographic Range Table.....	xxxiii
Luminous Range Diagram	xxxiv
Conversion Table (Feet to Meters)	Inside Back

INTRODUCTION

Arrangement. Aids to navigation on the Atlantic coast from St. Croix River, ME to Toms River, NJ are listed in this volume.

Aids to navigation are arranged in geographic order from north to south along the Atlantic coast. Seacoast aids to navigation are listed first, followed by entrance and harbor aids to navigation listed from seaward to the head of navigation.

Names of aids to navigation are printed as follows to help distinguish at a glance the type of aid to navigation listed:

Seacoast Lights, Secondary Lights, and Large Navigational Buoys
Radiobeacons
Fog Signals
RIVER, HARBOR, AND OTHER LIGHTS
Lighted Buoys
Daybeacons and Unlighted Buoys

Light List numbers are assigned to all aids to navigation in order to facilitate reference in the Light List and to resolve ambiguity when referencing aids to navigation. Aids to navigation are numbered by fives in accordance with their order of appearance in each volume of the Light List. Other numbers and decimal fractions are assigned where newly established aids to navigation are listed between previously numbered aids to navigation. The Light Lists are renumbered periodically to assign whole numbers to all aids to navigation.

International numbers are assigned to certain aids to navigation in cooperation with the International Hydrographic Organization. They consist of an alphabetic character followed by three or four numeric characters. A cross reference listing appears after the index.

Description of Columns

- Column (1) Light List number.
- Column (2) Name of the aid to navigation. A dash (–) is used to indicate the bold heading is part of the name of the aid. When reporting defects or making reference to such aids to navigation in correspondence, the full name of the aid to navigation, including the geographic heading, should be given.
- Bearings are in degrees true, read clock wise from 000° through 359°. Bearings on rangelines are given in degrees and minutes.
- Column (3) Geographic position in latitude and longitude. **NOTE:** Latitude and longitude is approximate, to the nearest tenth of a minute, and is intended only to facilitate locating the aid to navigation on the chart.
- Column (4) Light characteristic for lighted aids to navigation. Morse characteristic for radiobeacons.
- Column (5) Height above water from the focal plane of the fixed light to mean high water, listed in feet. For metric conversion, see table inside rear cover.

Column (6) The nominal range of lighted aids to navigation is listed in nautical miles, except for Lake Champlain which is listed in statute miles. Nominal range is further listed by color for alternating lights. The nominal range is not listed for ranges, directional lights or private aids to navigation. Effective range for radiobeacons is listed in nautical miles.

Column (7) Structural characteristic of the aid to navigation, including: daymark (if any), description of fixed structure, color and type of buoy, height of structure above ground.

Column (8) General remarks, including: fog signal characteristic, RACON characteristic, light sector's arc of visibility, radar reflector if installed on fixed structure, emergency lights, seasonal remarks, and private aid to navigation identification.

Abbreviations used in the Light Lists.

Al	– Alternating	It	– Light
bl	– blast	LNB	– Large Navigational Buoy
C	– Canadian	MHz	– Megahertz
ec	– Eclipse	Mo	– Morse Code
ev	– Every	Oc	– Occulting
F	– Fixed	ODAS	– Anchored Oceanographic Data Buoy
fl	– flash	Q	– Quick (Flashing)
Fl	– Flashing	Ra ref	– Radar reflector
FS	– Fog Signal	R	– Red
Fl(2)	– Group flashing	RBN	– Radiobeacon
G	– Green	s	– seconds
I	– Interrupted	si	– Silent
Iso	– Isophase (Equal Interval)	SPM	– Single Point Mooring Buoy
kHz	– Kilohertz	W	– White
LFI	– Long Flash	Y	– Yellow

RELATED PUBLICATIONS

Other Light Lists published by the Coast Guard

VOLUME II, ATLANTIC COAST, describes aids to navigation from Toms River, New Jersey to Little River, South Carolina.

VOLUME III, ATLANTIC AND GULF COASTS, describes aids to navigation from Little River, South Carolina to Econfinia River, Florida.

VOLUME IV, GULF OF MEXICO, describes aids to navigation from Econfinia River, Florida to the Rio Grande, Texas

VOLUME V, MISSISSIPPI RIVER SYSTEM, describes aids to navigation on the Mississippi River and its navigable tributaries.

VOLUME VI, PACIFIC COAST AND PACIFIC ISLANDS, describes aids to navigation on the Pacific coast and outlying Pacific Islands.

VOLUME VII, GREAT LAKES, describes aids to navigation on the Great Lakes and the St. Lawrence River above the St. Regis River.

Coast Guard Light Lists are sold by the Superintendent of Documents, U.S. Government Printing Office (GPO), Washington, DC 20402, by GPO Bookstores, and by GPO Sales Agents.

Charts, Coast Pilots, Tide Tables, and Tidal Current Tables covering the United States and its territories are published by the National Ocean Service (NOS), Rockville, MD 20852, and are for sale by NOS and authorized NOS Sales Agents.

Maps for the Mississippi River System are published by the various District Engineers, U.S. Army Corps of Engineers.

Sailing Directions covering the waters outside of the U.S. and its territories are published by the Defense Mapping Agency Hydrographic/Topographic Center.

Radio Navigational Aids (RAPUB 117) is published by the Defense Mapping Agency Hydrographic/Topographic Center. This publication lists selected radio stations (worldwide) that provide services to mariners. Included are stations transmitting radio navigation warnings, radio time signals, medical advice; chapters on distress, emergency and safety traffic; AMVER, and miscellaneous navigational instructions and procedures. Also included are descriptions of long range aids to navigation such as Loran and Omega. Discussions and instructions for use of radio navigational aids are also provided.

Sailing Directions and Radio Navigational Aids can be purchased from Defense Mapping Agency (DMA) Combat Support Center, Washington, DC 20315-0010, or authorized DMA Sales Agents.

NOTICES TO MARINERS

Broadcast Notices to Mariners are made by the Coast Guard through Coast Guard and Navy radio stations. These broadcast notices, which are broadcast on VHF-FM, NAVTEX, and other frequencies, are navigational warnings containing information of importance to the safety of navigation. Included are reports of deficiencies and changes to aids to navigation, the positions of ice and derelicts, and other important hydrographic information.

Radio stations broadcasting Notices to Mariners are listed in the National Ocean Service Coast Pilots and in the Defense Mapping Agency publication Radio Navigational Aids (RAPUB 117).

Local Notices to Mariners (U.S. regional coverage) are another means by which the Coast Guard disseminates navigation information for the United States, its territories, and possessions. A Local Notice to Mariners is issued by each Coast Guard district. It reports changes to, and deficiencies in, aids to navigation maintained by and under the authority of the Coast Guard. It contains other marine information such as channel depths, naval operations, regattas, etc., which may affect vessels and waterways within the jurisdiction of each Coast Guard district. Reports of channel conditions, obstructions, menaces to navigation, danger areas, new chart editions, etc., are also included in the Local Notice to Mariners.

These notices are essential to all navigators for the purposes of keeping their charts, Lights Lists, Coast Pilots and other nautical publications up-to-date. These notices are published as often

as required, but usually weekly. They may be obtained, free of charge, by making application to the appropriate Coast Guard district commander (see pg. iii). Vessels operating in ports and waterways in several districts will have to obtain the Local Notice to Mariners from each district in order to be fully informed.

Weekly Notices to Mariners (worldwide coverage) are prepared jointly by the Defense Mapping Agency Hydrographic/Topographic Center, the U.S. Coast Guard, and the National Ocean Service, and are published weekly by Defense Mapping Hydrographic/Topographic Center. The Weekly Notice to Mariners advises mariners of important matters affecting navigational safety including new hydrographic discoveries, changes in channels and aids to navigation. Also included are corrections to Light Lists, Coast Pilots, and Sailing Directions. Foreign marine information is also included. This notice is intended for mariners and others who have a need for information related to ocean-going operations. Because it is intended for use by ocean-going vessels, many corrections that affect small craft navigation and waters are not included. Information concerning small craft is contained in the Coast Guard Local Notices to Mariners only. The Weekly Notice to Mariners may be obtained, free of charge, upon request to: Director, Defense Mapping Agency, Combat Support Center, Code PMSA, Washington, DC 20315-0010.

Change of Address. Persons receiving the Local Notice to Mariners or the Weekly Notice to Mariners are requested to notify the appropriate agency of a change of address, or when the Notice to Mariners is no longer needed. Both the old and new address should be given in the case of an address change.

Notices to Mariners may be consulted at Coast Guard District Offices, National Ocean Service Field Offices, Defense Mapping Agency Hydrographic/Topographic Center offices and depots, local marine facilities, and chart sales agents.

REPORTING DEFECTS IN AIDS TO NAVIGATION

Mariners should realize the Coast Guard cannot keep the thousands of aids to navigation comprising the U.S. Aids to Navigation System under simultaneous and continuous observation and that it is impossible to maintain every aid to navigation operating properly and on its assigned position at all times. Therefore, for the safety of all mariners, any person who discovers an aid to navigation that is either off station or exhibiting characteristics other than those listed in the Light Lists should promptly notify the nearest Coast Guard unit. Radio messages should be prefixed "COAST GUARD" and transmitted directly to one of the U.S. Government radio stations listed in Chapter 4, Section 400B, Radio Navigational Aids (RAPUB 117).

Recommendations and requests pertaining to aids to navigation and to report aids to navigation that are no longer needed should be mailed to the Coast Guard district concerned (see pg. lii).

U.S. AIDS TO NAVIGATION SYSTEM

The waters of the United States and its territories are marked to assist navigation by the U.S. Aids to Navigation System. This system encompasses buoys and beacons, conforming to the

International Association of Lighthouse Authorities (IALA) buoyage guidelines, and other short range aids to navigation.

The U.S. Aids to Navigation System is intended for use with nautical charts. The exact meaning of a particular aid to navigation may not be clear to the mariner unless the appropriate nautical chart is consulted. Additional, important information supplementing that shown on charts is contained in the Light List, Coast Pilots, and Sailing Directions.

TYPES OF MARKS

Lateral marks are buoys or beacons that indicate the port and starboard sides of a route to be followed, and are used in conjunction with a "conventional direction of buoyage".

Generally, lateral aids to navigation indicate on which side of the aid to navigation a vessel should pass, when navigable channels are entered from seaward and a vessel proceeds in the conventional direction of buoyage. Since all channels do not lead from seaward, certain assumptions must be made so the system can be consistently applied. In the absence of a route leading from seaward, the conventional direction of buoyage generally follows a clockwise direction around land masses.

Virtually all U.S. lateral marks are located in IALA Region B and follow the traditional 3R rule of "red, right, returning". In U.S. waters, returning from seaward and proceeding toward the head of navigation is generally considered as moving southerly along the Atlantic coast, westerly along the Gulf coast and northerly along the Pacific coast. In the Great Lakes, the conventional direction of buoyage is generally considered westerly and northerly, except on Lake Michigan, where southerly movement is considered as returning from sea.

A summary of the port and starboard hand lateral mark characteristics is contained in the following table.

Characteristic	Port Hand Marks	Starboard Hand Marks
Color	Green	Red
Shape (buoys)	Cylindrical (can) or pillar	Conical (nun) or pillar
Dayboard or Topmark (when fitted)	Green square or cylinder	Red triangle or cone, point upward
Light Color (when fitted)	Green	Red
Reflector Color	Green	Red
Numbers	Odd	Even

Preferred channel marks are aids to navigation which mark channel junctions or bifurcations and often mark wrecks or obstructions. Preferred channel marks may normally be passed on either side by a vessel, but indicate to the mariner the preferred channel. Preferred channel marks are colored with red and green bands.

At a point where a channel divides, when proceeding in the

"conventional direction of buoyage", a preferred channel in IALA Region B may be indicated by a modified port or starboard lateral mark as follows:

Characteristic	Preferred channel to starboard	Preferred channel to port
Color	Green with one broad red band	Red with one broad green band
Shape (buoys)	Cylindrical (can) or pillar	Conical (nun) or pillar
Dayboard	Green square, lower half red	Red triangle, lower half green
Topmark (when fitted)	Green square or cylinder	Red triangular cone, point upward
Light (when fitted)		
Color	Green	Red
Rhythm	Composite group flashing (2+1)	Composite group flashing (2+1)
Reflector color	Green	Red

NOTE: U.S. lateral aids to navigation at certain Pacific islands are located within Region A and thus exhibit opposite color significance. Port hand marks are red with square or cylindrical shapes while starboard hand marks are green with triangular or conical shapes.

CAUTION: It may not always be possible to pass on either side of preferred channel aids to navigation. The appropriate nautical chart should always be consulted.

Non-lateral marks have no lateral significance but may be used to supplement the lateral aids to navigation specified above. Occasionally, daybeacons or minor lights outside of the normal channel will not have lateral significance since they do not define limits to navigable waters. These aids to navigation will utilize diamond-shaped dayboards and are divided into four diamond-shaped sectors. The side sectors of these dayboards are colored white, and the top and bottom sectors are colored black, red, or green as the situation dictates.

Safe water marks are used to mark fairways, mid-channels, and offshore approach points, and have unobstructed water on all sides. They can also be used by the mariner transiting offshore waters to identify the proximity of intended landfall. Safe water marks are red and white striped and have a red spherical topmark to further aid in identification. If lighted, they display a white light with the characteristic Morse code "A".

Isolated danger marks are erected on, or moored above or near, an isolated danger, which has navigable water all around it. These marks should not be approached closely without special caution. These marks were introduced in 1991.

Isolated danger marks are colored with black and red bands, and if lighted, display a group flashing (2) white light. A topmark consisting of two black spheres, one above the other, is fitted for both lighted and unlighted marks.

Special marks are not intended to assist in navigation, but rather to alert the mariner to a special feature or area. The feature should be described in a nautical document such as a chart, Light List, Coast Pilot or Notice to Mariner. Some areas which may be marked by these aids to navigation are spoil areas, pipelines, traffic separation schemes, jetties, or military exercise areas. Special marks are yellow in color and, if lighted, display a yellow light.

Information and regulatory marks are used to alert the mariner to various warnings or regulatory matters. These marks have orange geometric shapes against a white background. The meanings associated with the orange shapes are as follows:

- 1) An open-faced diamond signifies danger.
- 2) A diamond shape having a cross centered within indicates that vessels are excluded from the marked area.
- 3) A circular shape indicates that certain operating restrictions are in effect within the marked area.
- 4) A square or rectangular shape will contain directions or instructions lettered within the shape.

BUOYS AND BEACONS

The IALA maritime buoyage guidelines apply to buoys and beacons that indicate the lateral limits of navigable channels, obstructions and other dangers such as wrecks, and other areas or features of importance to the mariner. This system provides five types of marks: lateral marks, safe water marks, special marks, isolated danger marks and cardinal marks. (Cardinal marks are not presently used in the United States.) Each type of mark is differentiated from other types by distinctive colors, shapes and light rhythms. Examples are provided on the enclosed color illustrations.

Buoys are floating aids to navigation used extensively throughout U.S. waters. They are moored to the seabed by concrete sinkers with chain or synthetic rope moorings of various lengths connected to the buoy body.

Buoy positions represented on nautical charts are approximate positions only, due to the practical limitations of positioning and maintaining buoys and their sinkers in precise geographical locations. Buoy positions are normally verified during periodic maintenance visits. Between visits, atmospheric and sea conditions, seabed slope and composition, and collisions or other accidents may cause buoys to shift from their charted locations, or cause buoys to be sunk or capsized.

Buoy moorings vary in length. The mooring lengths define a "watch circle", and buoys can be expected to move within this circle. Actual watch circles do not coincide with the symbols representing them on charts.

CAUTION: Mariners attempting to pass a buoy close aboard risk

collision with a yawing buoy or with the obstruction which the buoy marks. Mariners must not rely on buoys alone for determining their positions due to factors limiting buoy reliability. Prudent mariners will use bearings or angles from fixed aids to navigation and shore objects, soundings and various methods of electronic navigation to positively fix their position.

Beacons are aids to navigation which are permanently fixed to the earth's surface. These structures range from lighthouses to small unlighted daybeacons, and exhibit a daymark to make these aids to navigation readily visible and easily identifiable against background conditions. The daymark conveys to the mariner, during daylight hours, the same significance as does the aid to navigation's light at night.

CAUTION: Vessels should not pass fixed aids to navigation close aboard due to the danger of collision with rip-rap or structure foundations, or with the obstruction or danger being marked.

LIGHTED AIDS TO NAVIGATION

Most lighted aids to navigation are equipped with controls which automatically cause the light to operate during darkness and to be extinguished during daylight. These devices are not of equal sensitivity, therefore all lights do not come on or go off at the same time. (Mariners should ensure correct identification of aids to navigation during twilight periods when some lighted aids to navigation are lit while others are not.)

The lighting apparatus is serviced at periodic intervals to assure reliable operation, but there is always the possibility of a light being extinguished or operating improperly.

The condition of the atmosphere has a considerable effect upon the distance at which lights can be seen. Sometimes lights are obscured by fog, haze, dust, smoke, or precipitation which may be present at the light, or between the light and the observer, and which is possibly unknown by the observer. Atmospheric refraction may cause a light to be seen farther than under ordinary circumstances. A light of low intensity will be easily obscured by unfavorable conditions of the atmosphere and little dependence can be placed on it being seen. For this reason, the intensity of a light should always be considered when expecting to sight it in thick weather. Haze and distance may reduce the apparent duration of the flash of a light. In some conditions of the atmosphere, white lights may have a reddish hue.

Lights placed at high elevations are more frequently obscured by clouds, mist, and fog than those lights located at or near sea level.

In regions where ice conditions prevail in the winter, the lantern panes of unattended lights may become covered with ice or snow, which will greatly reduce the visibility of the lights and may also cause colored lights to appear white.

The increasing use of brilliant shore lights for advertising,

illuminating bridges, and other purposes, may cause marine navigational lights, particularly those in densely inhabited areas, to be outshone and difficult to distinguish from the background lighting. Mariners are requested to report such cases in order that steps may be taken to improve the conditions.

The "loom" (glow) of a powerful light is often seen beyond the limit of visibility of the actual rays of the light. The loom may sometimes appear sufficiently sharp enough to obtain a bearing.

At short distances, some flashing lights may show a faint continuous light between flashes.

The distance of an observer from a light cannot be estimated by its apparent intensity. Always check the characteristics of lights so powerful lights, visible in the distance, are not mistaken for nearby lights (such as those on lighted buoys) showing similar characteristics of low intensity.

If lights are not sighted within a reasonable time after prediction, a dangerous situation may exist requiring prompt resolution or action in order to ensure the safety of the vessel.

The apparent characteristic of a complex light may change with the distance of the observer. For example, a light which actually displays a characteristic of fixed white varied by flashes of alternating white and red (the rhythms having a decreasing range of visibility in the order: flashing white, flashing red, fixed white) may, when first sighted in clear weather, show as a simple flashing white light. As the vessel draws nearer, the red flash will become visible and the characteristics will apparently be alternating flashing white and red. Later, the fixed white light will be seen between the flashes and the true characteristic of the light will finally be recognized – fixed white, alternating flashing white and red (F W A I W R).

If a vessel has considerable vertical motion due to pitching in heavy seas, a light sighted on the horizon may alternately appear and disappear. This may lead the unwary to assign a false characteristic and hence, to err in its identification. The true characteristic will be evident after the distance has been sufficiently decreased or by increasing the height of eye of the observer.

Similarly, the effects of wave motion on lighted buoys may produce the appearance of incorrect light phase characteristics when certain flashes occur, but are not viewed by the mariner. In addition, buoy motion can reduce the distance at which buoy lights are detected.

Sectors of colored glass are placed in the lanterns of some lights in order to produce a system of light sectors of different colors. In general, red sectors are used to mark shoals or to warn the mariner of other obstructions to navigation or of nearby land. Such lights provide approximate bearing information since observers may note the change of color as they cross the boundary between sectors. These boundaries are indicated in the Light List (Col. 8) and by dotted lines on charts. These bearings, as all bearings referring to lights, are given in true

degrees from 000° to 359°, as observed from a vessel toward the light. Altering course on the changing sectors of a light or using the boundaries between light sectors to determine the bearing for any purpose is not recommended. Be guided instead by the correct compass bearing to the light and do not rely on being able to accurately observe the point at which the color changes. This is difficult to determine because the edges of a colored sector cannot be cut off sharply. On either side of the line of demarcation between white, red, or green sectors, there is always a small arc of uncertain color. Moreover, when haze or smoke are present in the intervening atmosphere, a white sector might have a reddish hue.

The area in which a light can be observed is normally an arc with the light as the center and the range of visibility as the radius. However, on some bearings the range may be reduced by obstructions. In such cases, the obstructed arc might differ with height of eye and distance. When a light is cut off by adjoining land and the arc of visibility is given, the bearing on which the light disappears may vary with the distance of the vessel from which observed and with the height of eye. When the light is cut off by a sloping hill or point of land, the light may be seen over a wider arc by a vessel farther away than by one closer to the light.

The arc drawn on charts around a light is not intended to give information as to the distance at which it can be seen, but solely to indicate, in the case of lights which do not show equally in all directions, the bearings between which the variation of visibility or obstruction of the light occurs.

OIL WELL STRUCTURES

Oil well structures in navigable waters are not listed in the Light List. The structures are shown on the appropriate nautical charts. Information concerning the location and characteristics of those structures which display lights and sound signals not located in obstruction areas are published in Local and/or Weekly Notices to Mariners.

In general, during the nighttime, a series of white lights are displayed extending from the platform to the top of the derrick when drilling operations are in progress. At other times, structures are usually marked with one or more fixed or quick flashing white or red lights, visible for at least one nautical mile during clear weather. Obstructions which are a part of the appurtenances to the main structure, such as mooring piles, anchor and mooring buoys, etc., normally are not lighted. In addition, some of the structures are equipped with sound signals (bell, siren, whistle, or horn). When operating, bells sound one stroke every 15 seconds, while sirens, whistles, or horns sound a single two-second blast every 20 seconds.

CHARACTERISTICS OF AIDS TO NAVIGATION

LIGHT COLORS

Only aids to navigation with green or red lights have lateral

significance. When proceeding in the conventional direction of buoyage, the mariner in Region B, may see the following lighted aids to navigation:

Green lights on aids to navigation mark port sides of channels and locations of wrecks or obstructions which must be passed by keeping these lighted aids to navigation on the port hand of a vessel. Green lights are also used on preferred channel marks where the preferred channel is to starboard (i.e., aid to navigation left to port when proceeding in the conventional direction of buoyage).

Red lights on aids to navigation mark starboard sides of channels and locations of wrecks or obstructions which must be passed by keeping these lighted aids to navigation on the starboard hand of a vessel. Red lights are also used on preferred channel marks where the preferred channel is to port (i.e., aid to navigation left to starboard when proceeding in the conventional direction of buoyage).

White and yellow lights have no lateral significance. The purpose of aids to navigation exhibiting white or yellow lights may be determined by the shapes, colors, letters, and light rhythms.

Most aids to navigation are fitted with retroreflective material to increase their visibility in darkness. Red or green retroreflective material is used on lateral aids to navigation which, if lighted, will display lights of the same color.

LIGHT RHYTHMS

Light rhythms have no lateral significance. Aids to navigation with lateral significance exhibit flashing, quick, occulting or isophase light rhythms. Ordinarily, flashing lights (frequency not exceeding 30 flashes per minute) will be used.

Preferred channel marks exhibit a composite group-flashing light rhythm of two flashes followed by a single flash. Through 1989, some preferred channel marks may display the former interrupted quick flashing rhythm.

Safe water marks show a white Morse code "A" rhythm (a short flash followed by a long flash).

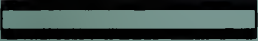





Isolated danger marks show a white flashing (2) rhythm (two flashes repeated regularly).

Special marks show yellow lights and exhibit a flashing or fixed rhythm; however, a flashing rhythm is preferred.








Information and regulatory marks, when lighted, display a white light with any light rhythm except quick flashing, flashing (2) and Morse code "A".

For situations where lights require a distinct cautionary significance, as at sharp turns, sudden channel constrictions, wrecks or obstructions, a quick flashing light rhythm will be used.

CHARACTERISTICS OF LIGHTS

Illustration	Type Description	Abbreviation
	1. FIXED. A light showing continuously and steadily.	F
	2. OCCULTING. A light in which the total duration of light in a period is longer than the total duration of darkness and the intervals of darkness (eclipses) are usually of equal duration.	
	2.1 Single-occulting. An occulting light in which an eclipse is regularly repeated.	Oc
	2.2 Group-occulting. An occulting light in which a group of eclipses, specified in numbers, is regularly repeated.	Oc(2)
	2.3 Composite group-occulting. A light, similar to a group-occulting light, except that successive groups in a period have different numbers of eclipses.	Oc(2+1)
	3. ISOPHASE. A light in which all durations of light and darkness are equal.	Iso
	4. FLASHING. A light in which the total duration of light in a period is shorter than the total duration of darkness and the appearances of light (flashes) are usually of equal duration.	
	4.1 Single-flashing. A flashing light in which a flash is regularly repeated (frequency not exceeding 30 flashes per minute).	Fl

CHARACTERISTICS OF LIGHTS (cont.)

Illustration	Type Description	Abbreviation
	4.2 Group-flashing. A flashing light in which a group of flashes, specified in number, is regularly repeated.	FI (2)
	4.3 Composite group-flashing. A light similar to a group flashing light except that successive groups in the period have different numbers of flashes.	FI (2+1)
	5. QUICK. A light in which flashes are produced at a rate of 60 flashes per minute.	
	5.1 Continuous quick. A quick light in which a flash is regularly repeated.	Q
	5.2 Interrupted quick. A quick light in which the sequence of flashes is interrupted by regularly repeated eclipses of constant and long duration.	IQ
	6. MORSE CODE. A light in which appearances of light of two clearly different durations (dots and dashes) are grouped to represent a character or characters in the Morse code.	Mo (A)
	7. FIXED AND FLASHING. A light in which a fixed light is combined with a flashing light of higher luminous intensity.	FFI
	8. ALTERNATING. A light showing different colors alternately.	AI RW

SHAPES

In order to provide easy identification, certain unlighted buoys and dayboards on beacons are differentiated by shape. These shapes are laterally significant only when associated with laterally significant colors.

Cylindrical buoys (referred to as "can buoys") and square dayboards mark the left side of a channel when proceeding from seaward. These aids to navigation are associated with solid green or green and red banded marks where the topmost band is green.

Conical buoys (referred to as "nun buoys") and triangular dayboards mark the right side of the channel when proceeding from seaward. These aids to navigation are associated with solid red or red and green banded marks where the topmost band is red.

Unless fitted with topmarks; lighted, sound, pillar, and spar buoys have no shape significance. Their meanings are conveyed by their numbers, colors, and light characteristics.

NUMBERS

All solid red and solid green aids to navigation are numbered, with red aids to navigation bearing even numbers and green aids to navigation bearing odd numbers. The numbers for each increase from seaward, proceeding in the conventional direction of buoyage. Numbers are kept in approximate sequence on both sides of the channel by omitting numbers where necessary.

Letters may be used to augment numbers when lateral aids to navigation are added to channels with previously completed numerical sequences. Letters will increase in alphabetical order from seaward, proceeding in the conventional direction of buoyage and are added to numbers as suffixes.

No other aids to navigation are numbered. Preferred channel, safe water, isolated danger, special marks, and information and regulatory aids to navigation may be lettered, but not numbered.

DAYBOARDS

In order to describe the appearance and purpose of each dayboard used in the U.S. System, standard designations have been formulated. A brief explanation of the designations and of the purpose of each type of dayboard in the system is given below, followed by a word description of the appearance of each dayboard type.

Designations:

1. First Letter – Shape or Purpose

- | | |
|---|--|
| S | Square used to mark the port (left) side of channels when proceeding from seaward. |
| T | Triangle used to mark the starboard (right) side of channels when proceeding from seaward. |
| J | Junction (square or triangle) used to mark (preferred channel) junctions or bifurcations in the channel, or wrecks or obstructions which may be passed on either side; color of top band has lateral significance for the preferred channel. |
| M | Safe water (octagonal) used to mark the fairway or |

middle of the channel.

- | | |
|---|--|
| C | Crossing (western rivers only) diamond-shaped, used to indicate the points at which the channel crosses the river. |
| K | Range (rectangular) when both the front and rear range dayboards are aligned on the same bearing, the observer is on the azimuth of the range, usually used to mark the center of the channel. |
| N | No lateral significance (diamond or rectangular-shaped) used for special purpose, warning, distance, or location markers. |

2. Second letter – Key color

G – Green R – Red

B – Black W – White

Y – Yellow

3. Third letter (color of center stripe; range dayboards only)

4. Additional information after a (–)

- | | |
|-----|---|
| –I | Intracoastal Waterway; a yellow reflective horizontal strip on a dayboard; indicates the aid to navigation marks the Intracoastal Waterway. |
| –SY | Intracoastal Waterway; a yellow reflective square on a dayboard; indicates the aid to navigation is a port hand mark for vessels traversing the Intracoastal Waterway. May appear on a triangular daymark where the Intracoastal Waterway coincides with a waterway having opposite conventional direction of buoyage. |
| –TY | Intracoastal Waterway; a yellow reflective triangle on a dayboard; indicates the aid to navigation is a starboard hand mark for vessels traversing the Intracoastal Waterway. May appear on a square daymark where the Intracoastal Waterway coincides with a waterway having opposite conventional direction of buoyage. |

Example: The designation KRW–I indicates a range dayboard (K); key color red (R); with a white stripe (W); in the Intracoastal Waterway (–I).

Descriptions:

- | | |
|-------|--|
| SG | Square green dayboard with a green reflective border. |
| SG–I | Square green dayboard with a green reflective border and a yellow reflective horizontal strip. |
| SG–SY | Square green dayboard with a green reflective border and a yellow reflective square. |
| SG–TY | Square green dayboard with a green reflective border and a yellow reflective triangle. |
| SR | Square red dayboard with a red reflective border. (IALA Region "A") |
| TG | Triangular green dayboard with a green reflective |

	border. (IALA Region "A")	KBR-I	Rectangular black dayboard bearing a central red stripe and a yellow reflective horizontal strip.
TR	Triangular red dayboard with a red reflective border.	KBW	Rectangular black dayboard bearing a central white stripe.
TR-I	Triangular red dayboard with a red reflective border and a yellow reflective horizontal strip.	KBW-I	Rectangular black dayboard bearing a central white stripe and a yellow reflective horizontal strip.
TR-SY	Triangular red dayboard with a red reflective border and a yellow reflective square.	KGB	Rectangular green dayboard bearing a central black stripe.
TR-TY	Triangular red dayboard with a red reflective border and a yellow reflective triangle.	KGB-I	Rectangular green dayboard bearing a central black stripe and a yellow reflective horizontal strip.
JG	Dayboard bearing horizontal bands of green and red, green band topmost, with a green reflective border.	KGR	Rectangular green dayboard bearing a central red stripe.
JG-I	Square dayboard bearing horizontal bands of green and red, green band topmost, with a green reflective border and a yellow reflective horizontal strip.	KGR-I	Rectangular green dayboard bearing a central red stripe and a yellow reflective horizontal strip.
JG-SY	Square dayboard bearing horizontal bands of green and red, green band topmost, with a green reflective border and a yellow reflective square.	KGW	Rectangular green dayboard bearing a central white stripe.
JG-TY	Square dayboard bearing horizontal bands of green and red, green band topmost, with a green reflective border and a yellow reflective triangle.	KGW-I	Rectangular green dayboard bearing a central white stripe and a yellow reflective horizontal strip.
JR	Dayboard bearing horizontal bands of red and green, red band topmost, with a red reflective border.	KRB	Rectangular red dayboard bearing a central black stripe.
JR-I	Triangular dayboard bearing horizontal bands of red and green, red band topmost, with a red reflective border and a yellow horizontal strip.	KRB-I	Rectangular red dayboard bearing a central black stripe and a yellow reflective horizontal strip.
JR-SY	Triangular dayboard bearing horizontal bands of red and green, red band topmost, with a red reflective border and a yellow reflective square.	KRG	Rectangular red dayboard bearing a central green stripe.
JR-TY	Triangular dayboard bearing horizontal bands of red and green, red band topmost, with a red reflective border and a yellow reflective triangle.	KRG-I	Rectangular red dayboard bearing a central green stripe and a yellow reflective horizontal strip.
MR	Octagonal dayboard bearing stripes of white and red, with a white reflective border.	KRW	Rectangular red dayboard bearing a central white stripe.
MR-I	Octagonal dayboard bearing stripes of white and red, with a white reflective border and a yellow reflective horizontal strip.	KRW-I	Rectangular red dayboard bearing a central white stripe and a yellow reflective horizontal strip.
CG	Diamond-shaped green dayboard bearing small green diamond shaped reflectors at each corner.	KWB	Rectangular white dayboard bearing a central black stripe.
CR	Diamond-shaped red dayboard bearing small red diamond shaped reflectors at each corner.	KWB-I	Rectangular white dayboard bearing a central black stripe and a yellow reflective horizontal strip.
KBG	Rectangular black dayboard bearing a central green stripe.	KWG	Rectangular white dayboard bearing a central green stripe.
KBG-I	Rectangular black dayboard bearing a central green stripe and a yellow reflective horizontal strip.	KWG-I	Rectangular white dayboard bearing a central green stripe and a yellow reflective horizontal strip.
KBR	Rectangular black dayboard bearing a central red stripe.	KWR	Rectangular white dayboard bearing a central red stripe.
		KWR-I	Rectangular white dayboard bearing a central red stripe and a yellow reflective horizontal strip.
		NB	Diamond-shaped dayboard divided into four diamond-shaped colored sectors with the sectors at the side corners white and the sectors at the top and bottom corners black, with a white reflective border.

NG	Diamond-shaped dayboard divided into four diamond-shaped colored sectors with the sectors at the side corners white and the sectors at the top and bottom corners green, with a white reflective border.
NR	Diamond-shaped dayboard divided into four diamond-shaped colored sectors with the sectors at the side corners white and the sectors at the top and bottom corners red, with a white reflective border.
NW	Diamond-shaped white dayboard with an orange reflective border and black letters describing the information or regulatory nature of the mark.
ND	Rectangular white mileage marker with black numerals indicating the mile number (western rivers only).
NL	Rectangular white location marker with an orange reflective border and black letters indicating the location.
NY	Diamond-shaped yellow dayboard with a yellow reflective border.

These abbreviated descriptions are used in column (7) and may also be found on the illustration of U.S. Aids to Navigation System.

OTHER SHORT RANGE AIDS TO NAVIGATION

Lighthouses are placed on shore or on marine sites and most often do not show lateral markings. They assist the mariner in determining his position or safe course, or warn of obstructions or dangers to navigation. Lighthouses with no lateral significance usually exhibit a white light.

Occasionally, lighthouses use sectored lights to mark shoals or warn mariners of other dangers. Lights so equipped show one color from most directions and a different color or colors over definite arcs of the horizon as indicated on the appropriate nautical chart. These sectors provide approximate bearing information and the observer should note a change of color as the boundary between the sectors is crossed. Since sector bearings are not precise, they should be considered as a warning only, and used in conjunction with a nautical chart.

Large navigational buoys (LNBs) were developed to replace lightships and are placed at points where it is impractical to build lighthouses. The unmanned LNBs are 40 feet in diameter with light towers approximately 40 feet above the water. LNBs are equipped with lights, sound signals, radiobeacons, and racons. The traditional red color of LNBs has no lateral significance, but is intended to improve visibility.

Seasonal aids to navigation are placed into service or changed at specified times of the year. The dates shown in the Light List (Col. 8) are approximate and may vary due to adverse weather or other conditions.

Ranges are non-lateral aids to navigation systems employing dual beacons which when the structures appear to be in line, assist the mariner in maintaining a safe course. The appropriate nautical chart must be consulted when using ranges to determine whether the range marks the centerline of the navigable channel

and also what section of the range may be safely traversed. Ranges display rectangular dayboards of various colors and are generally, but not always lighted. When lighted, ranges may display lights of any color.

Sound signal is a generic term used to describe aids to navigation that produce an audible signal designed to assist the mariner in fog or other periods of reduced visibility. These aids to navigation can be activated by several means (i.e., manually, remotely, or fog detector). In cases where a fog detector is in use, there may be a delay in the automatic activation of the signal. Additionally, fog detectors may not be capable of detecting patchy fog conditions. Sound signals are distinguished by their tone and phase characteristics.

Tones are determined by the devices producing the sound, e.g., diaphones, diaphragm horns, sirens, whistles, bells, and gongs.

Phase characteristics are defined by the signal's sound pattern, i.e., the number of blasts and silent periods per minute and their durations. Sound signals sounded from fixed structures generally produce a specific number of blasts and silent periods each minute when operating. Buoy sound signals are generally activated by the motion of the sea and therefore do not emit a regular signal characteristic. It is common, in fact, for a buoy to produce no sound signal when seas are calm. Mariners are reminded that buoy positions are not always reliable.

The characteristic of a sound signal can be located in column (8) of the Light List. Unless it is specifically stated that a sound signal "Operates continuously", or the signal is a bell, gong, or whistle on a buoy, it can be assumed that the sound signal only operates during times of fog, reduced visibility, or adverse weather.

An emergency sound signal is sounded at some locations when the main and stand-by signals are inoperative. If the emergency signal is of a different type or characteristic than the main signal, its characteristic is listed in column (8) of this publication.

CAUTION: Mariners should not rely on sound signals to determine their position. Distance cannot be accurately determined by sound intensity. Occasionally, sound signals may not be heard in areas close to their location. Signals may not sound in cases where fog exists close to, but not at, the location of the sound signal.

VARIATIONS TO THE U.S. SYSTEM

Intracoastal Waterway aids to navigation: The Intracoastal Waterway runs parallel to the Atlantic and Gulf coasts from Manasquan Inlet, New Jersey to the Mexican border. Aids to navigation marking these waters have some portion of them marked with yellow. Otherwise, the coloring and numbering of the aids to navigation follow the same system as that in other U.S. waterways.

In order that vessels may readily follow the Intracoastal Waterway route, special markings are employed. These marks consist of a yellow square and yellow triangle and indicate which side the aid to navigation should be passed when following the conventional direction of buoyage. The yellow square indicates that the aid to navigation should be kept on the left side and the yellow triangle indicates that the aid to navigation should be kept on the right side.

NOTE: The conventional direction of buoyage in the Intracoastal Waterway is generally southerly along the Atlantic coast and generally westerly along the Gulf coast.

The **Western Rivers System**, a variation of the standard U.S. Aids to Navigation System described in the preceding sections, is employed on the Mississippi River and its tributaries above Baton Rouge, LA and on certain other rivers which flow toward the Gulf of Mexico.

The Western Rivers System varies from the standard U.S. system as follows:

- 1) Aids to navigation are not numbered.
- 2) Numbers on aids to navigation do not have lateral significance but, rather, indicate mileage from a fixed point (normally the river mouth).
- 3) Diamond shaped crossing dayboards, red or green as appropriate, are used to indicate where the river channel crosses from one bank to the other.
- 4) Lights on green aids to navigation show a single-flash characteristic which may be green or white.
- 5) Lights on red aids to navigation show a group-flash characteristic which may be red or white.
- 6) Isolated danger marks are not used.

Uniform State Waterway Marking System (USWMS): This system was developed in 1966 to provide an easily understood system for operators of small boats. While designed for use on lakes and other inland waterways that are not portrayed on nautical charts, the USWMS was authorized for use on other waters as well. It supplements the existing federal marking system and is generally compatible with it.

The conventional direction of buoyage is considered upstream or towards the head of navigation.

The USWMS varies from the standard U.S. system as follows:

- 1) The color black is used instead of green.
- 2) There are three aids to navigation which reflect cardinal significance:
 - a. A white buoy with red top represents an obstruction and the buoy should be passed to the south or west.
 - b. A white buoy with black top represents an obstruction and the buoy should be passed to the

north or east.

- c. A red and white vertically striped buoy indicates that an obstruction exists between that buoy and the nearest shore.

- 3) Mooring buoys are white buoys with a horizontal blue band midway between the waterline and the top of the buoy. This buoy may be lighted and will generally show a slow flashing white light.

BRIDGE MARKINGS

Bridges across navigable waters are generally marked with red, green and/or white lights for nighttime navigation. Red lights mark piers and other parts of the bridge. Red lights are also used on drawbridges to show when they are in the closed position.

Green lights are used on drawbridges to show when they are in the open position. The location of these lights will vary according to the bridge structure. Green lights are also used to mark the centerline of navigable channels through fixed bridges. If there are two or more channels through the bridge, the preferred channel is also marked by three white lights in a vertical line above the green light.

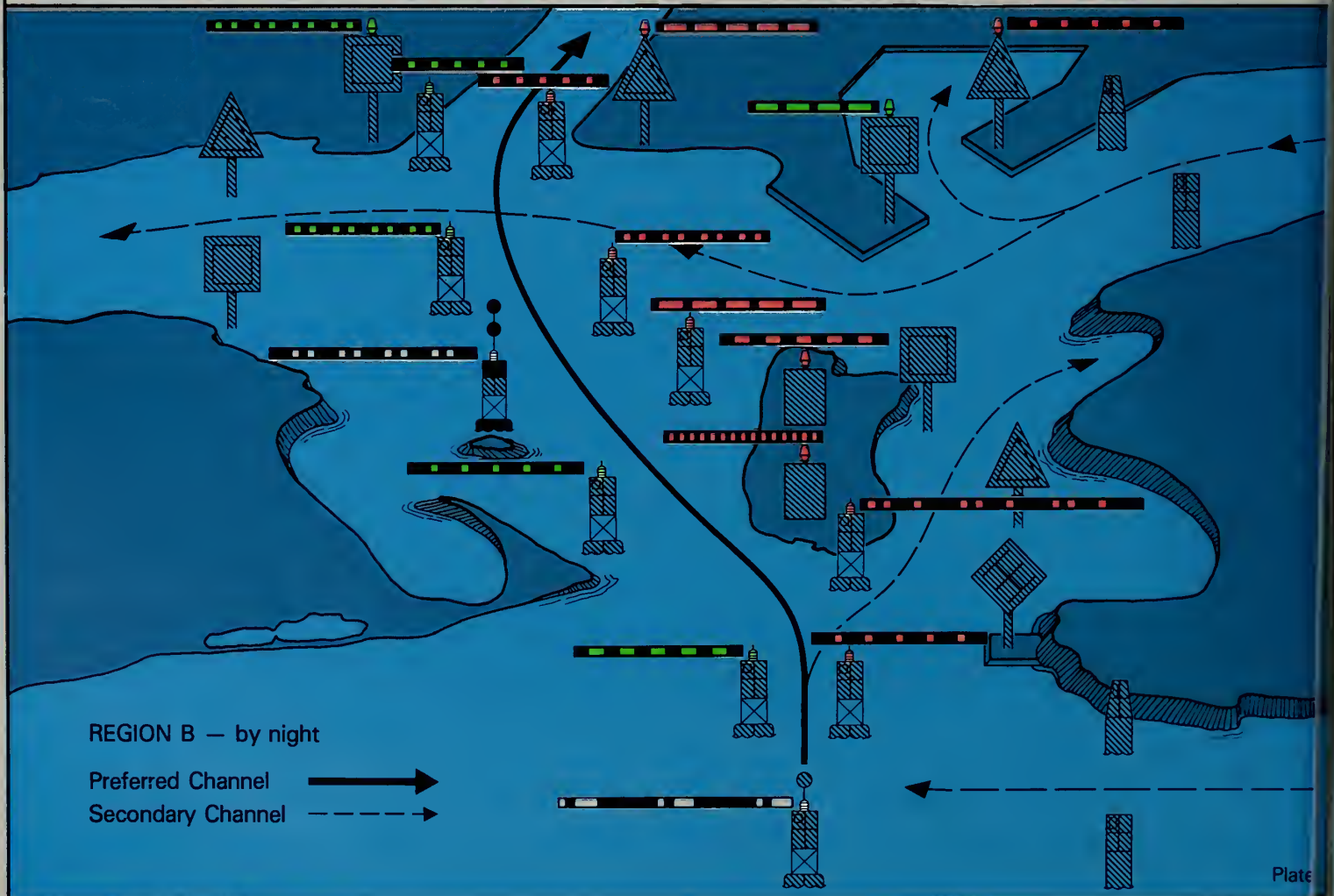
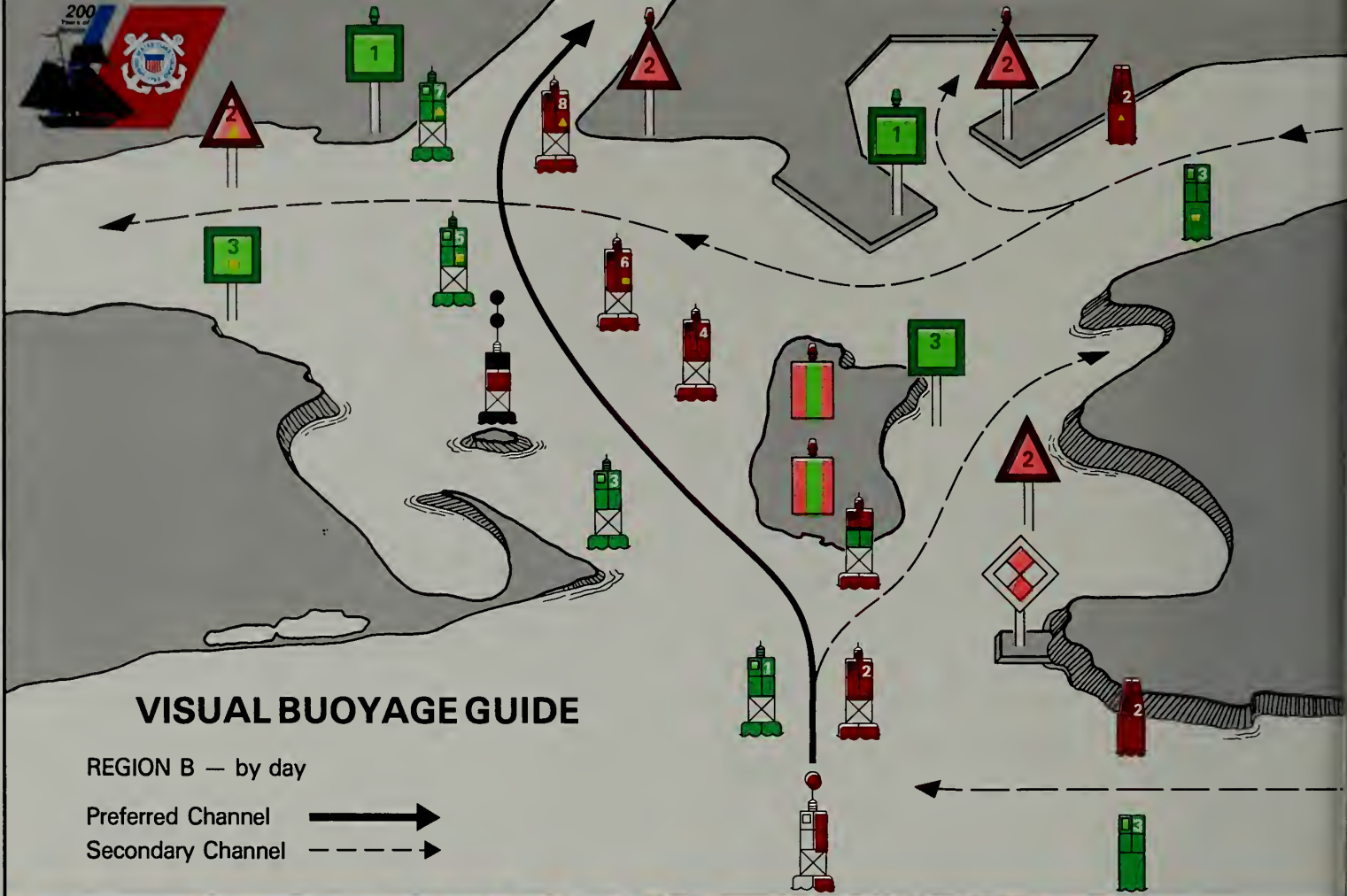
Red and green retro-reflective panels may be used to mark bridge piers and may also be used on bridges not required to display lights.

Main channels through bridges may be marked by lateral red and green lights and dayboards. Adjacent piers should be marked with fixed yellow lights when the main channel is marked with lateral aids to navigation.

Centerlines of channels through fixed bridges may be marked with a safe water mark and an occulting white light when lateral marks are used to mark main channels. The centerline of the navigable channel through the draw span of floating bridges may be marked with a special mark. The mark will be a yellow diamond with yellow retro-reflective panels and may exhibit a yellow light that displays a Morse code "B" (—...).

Clearance gauges may be installed to enhance navigation safety. The gauges are located on the right channel pier or pier protective structure facing approaching vessels. They indicate the vertical clearance available under the span.

Drawbridges equipped with radiotelephones display a blue and white sign which indicates what VHF radiotelephone channels should be used to request bridge openings.





FICTITIOUS NAUTICAL CHART

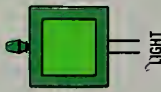




U.S. AIDS TO NAVIGATION SYSTEM on the Western River System

AS SEEN ENTERING FROM SEAWARD

PORT SIDE
OR RIGHT DESCENDING BANK
GREEN OR WHITE LIGHTS (CROSSING)
FLASHING (2)
150



LIGHTED BUOY



CAN



CROSSING DAYMARK

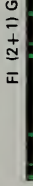


SWIM

176.9

MILE BOARD

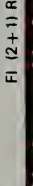
PREFERRED CHANNEL
TO STARBOARD
TOPMOST BAND GREEN



JG



PREFERRED CHANNEL
TO PORT
TOPMOST BAND RED



JR



JR

STARBOARD SIDE
OR LEFT DESCENDING BANK
RED OR WHITE LIGHTS (CROSSING)
FLASHING (2)
150



LIGHTED BUOY



CAN



CROSSING DAYMARK



PASSING DAYMARK

123.5

MILE BOARD

RANGE DAYMARKS—MAY BE LETTERED

INFORMATION AND REGULATORY MARKERS
WHEN LIGHTED, INFORMATION AND REGULATORY MARKS MAY DISPLAY ANY LIGHT RHYTHM EXCEPT QUICK FLASHING AND FLASHING (2).

NW WHITE LIGHT ONLY



EXCLUSION AREA



RESTRICTED OPERATIONS



NO WAKE



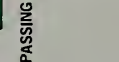
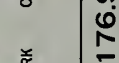
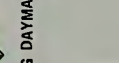
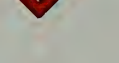
CONTROLLED AREA

DAYMARKS HAVING NO LATERAL SIGNIFICANCE

MAY BE LETTERED



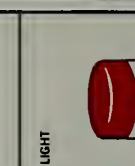
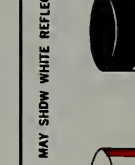
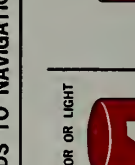
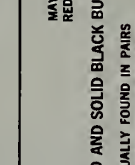
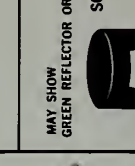
YELLOW LIGHT ONLY
FIXED FLASHING



UNIFORM STATE WATERWAY MARKING SYSTEM

STATE WATERS AND DESIGNATED STATE WATERS FOR PRIVATE AIDS TO NAVIGATION

REGULATORY MARKERS



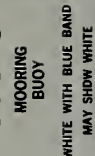
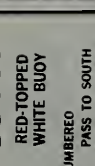
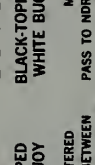
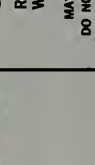
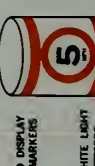
EXPLANATION MAY BE PLACED OUTSIDE THE CROSSED DIAMOND SHAPE, SUCH AS DAM, RAPIDS, SWIM AREA, ETC.

THE NATURE OF DANGER MAY BE INDICATED INSIDE THE DIAMOND SHAPE, SUCH AS ROCK, WRECK, SHOAL, DAM, ETC. ANCHORING, ETC.

SOLID RED AND SOLID BLACK BUOYS
USUALLY FOUND IN PAIRS
PASS BETWEEN THESE BUOYS
PORT SIDE — LOOKING UPSTREAM — STARBOARD SIDE

RED-STRIPED WHITE BUOY
DO NOT PASS BETWEEN BUOY AND NEAREST SHORE OR EAST OF BUOY

RED-TOPPED WHITE BUOY
MAY BE NUMBERED
PASS TO NORTH OR WEST OF BUOY



FOR DISPLAYING INFORMATION SUCH AS DIRECTIONS, DISTANCES, LOCATIONS, ETC.

CARDINAL SYSTEM

DO NOT PASS BETWEEN BUOY AND NEAREST SHORE OR EAST OF BUOY

WHITE WITH BLUE BAND
MAY SHOW WHITE REFLECTOR OR LIGHT

ELECTRONIC AIDS TO NAVIGATION

Racones

Aids to navigation may be enhanced by the use of radar beacons (racons). Racons, when triggered by pulses from a vessel's radar, will transmit a coded reply to the vessel's radar. This reply serves to identify the racon station by exhibiting a series of dots and dashes which appear on the radar display emanating radially from the racon. This display will represent the approximate range and bearing to the racon. Although racons may be used on both laterally significant and non-laterally significant aids to navigation, the racon signal itself is for identification purposes only, and therefore carries no lateral significance. Racons are also used as bridge marks to mark the point of best passage.

All racons operate in the marine radar X-band from 9,300 to 9,500 MHz. Some frequency-agile racons also operate in the 2,900 to 3,000 MHz marine radar S-band.

Racones have a typical output of 100 to 300 milliwatts and are considered a short range aid to navigation. Reception varies from a nominal range of 6 to 8 nautical miles when mounted on a buoy to as much as 17 nautical miles for a racon with a directional antenna mounted at a height of 50 feet on a fixed structure. It must be understood that these are nominal ranges and are dependent upon many factors.

The beginning of the racon presentation occurs about 50 yards beyond the racon position and will persist for a number of revolutions of the radar antenna (depending on its rotation rate). Distance to the racon can be measured to the point at which the racon flash begins, but the figure obtained will be greater than the ship's distance from the racon. This is due to the slight response delay in the racon apparatus.

Radar operators may notice some broadening or spoking of the racon presentation when their vessel approaches closely to the source of the racon. This effect can be minimized by adjustment of the IF gain or sweep gain control of the radar. If desired, the racon presentation can be virtually eliminated by operation of the FTC (fast time constant) controls of the radar.

Radar Reflectors

Many aids to navigation incorporate special fixtures designed to enhance the reflection of radar energy. These fixtures, called radar reflectors, help radar equipped vessels to detect buoys and beacons which are so equipped. They do not however, positively identify a radar target as an aid to navigation.

Radiobeacons

As the first electronic system of navigation, radiobeacons provided offshore coverage and also became the first all-weather electronic aid to navigation. The Coast Guard operates about 200 radiobeacons located on the Atlantic, Gulf, and Pacific coasts, and on the Great Lakes. These radiobeacons are located at lighthouses, on large buoys and along the coasts. All positions are charted.

In order to use this system, the mariner needs a radio direction finder, which is a specifically designed radio receiver with a directional antenna. This antenna is used to determine the direction of the signal being emitted by the shore station, relative to the vessel.

The basic value of the radiobeacon system lies in its simplicity of operation and its relatively low user costs, even though the results obtained may be somewhat limited. The general problems and practices of navigation when using radiobeacons are very similar to those encountered when using visual bearings of lighthouses or other charted objects.

A radiobeacon is basically a short range navigational aid, with ranges from 10 to 175 nautical miles. Although bearings can be obtained at greater ranges, they will be of doubtful accuracy and should be used with caution. When the distance to a radiobeacon is greater than 50 miles, a correction is usually applied to the bearing before plotting on a Mercator chart. These corrections, as well as information on accuracy of bearings, plotting, and other matters are contained in the Defense Mapping Agency Hydrographic/Topographic Center publication, Radio Navigational Aids (RAPUB 117).

All radiobeacons operated and maintained by the U.S. Coast Guard are classified as either Sequenced or Continuous radiobeacons, and are usually organized into groups of six stations transmitting on a single frequency. Typically, one station in each group transmits for one minute out of six and is silent for the remaining five minutes. Continuous radiobeacons operate continuously through every minute of the hour. All Coast Guard-operated radiobeacons are assigned Morse code characteristics for ease in station identification.

The accuracy to be expected from radiobeacons depends to a large extent on the skill of the operator, the condition and type of equipment being used, the range from the stations, and the accuracy of the ship's calibration curve. The Coast Guard operates special calibration radiobeacons for use by the mariner. A comparison of visual bearings with radio bearings, will determine what, if any errors exist in the shipboard direction-finder installation. These calibration beacons transmit either continuously during scheduled hours or upon request.

The range at which a particular marine radiobeacon will be heard depends on atmospheric conditions and on the sensitivity of the receiver being used. The advertised service range of marine radiobeacons is expressed in miles: nautical miles for the Atlantic, Gulf, and Pacific coasts and statute miles for the Great Lakes.

In general, the better the sensitivity of a receiver (i.e., the lower the signal strength required to obtain satisfactory bearings) the better the receiver is for direction-finding purposes. Unless the receiver and antenna combination being used by the mariner is capable of obtaining a radio bearing on a signal as low as 50 microvolts per meter, full benefit will not be obtained from the system.

For example, a mariner using a direction-finder with a sensitivity of 50 microvolts per meter could obtain a bearing on a 50-mile radiobeacon located near New York at the advertised service range of 50 miles. However, using a direction-finder with a sensitivity of only 100 microvolts per meter, the mariner would not be able to obtain a bearing on the same 50-mile New York radiobeacon until approached to within approximately 25 miles of the radiobeacon station.

The selectivity of a receiver is important because it allows the direction finder to receive a desired signal on a particular frequency, while rejecting any undesired signals which may be present on adjacent frequencies.

Since the bandwidth of the transmitted radiobeacon signal is relatively narrow, being only 2.1 kilohertz, a narrow-band receiver, having good selectivity is well suited for direction-finding purposes. The narrow-band receiver should extract all of the useful information from the transmitted marine radiobeacon signal.

Although a wider-band receiver may also extract all of the useful information from the transmitted signal, it will also admit more noise and more undesired signals, if these signals are present on adjacent frequencies. The additional noise and undesired signal interference may reduce the usefulness of the desired signal and effectively reduce the service range of the radiobeacon below its advertised value. This is a receiver defect, not a system error.

Information regarding the location, and operation of marine radiobeacons is given on pages xxx – xxxii. Radiobeacons are individually listed in the Light List.

LORAN-C

LORAN, an acronym for LONG RANGE Navigation, is an electronic aid to navigation consisting of shore-based radio transmitters. The LORAN system enables users equipped with a LORAN receiver to determine their position quickly and accurately, day or night, in practically any weather.

A LORAN-C chain consists of three to five transmitting stations separated by several hundred miles. Within a chain, one station is designated as master while the other stations are designated as secondaries. Each secondary station is identified as either whiskey (W), x-ray (X), yankee (Y), or zulu (Z).

The master station is always the first station to transmit. It transmits a series of nine pulses. The secondary stations then follow in turn, transmitting eight pulses each, at precisely timed intervals. This cycle repeats itself endlessly. The length of the cycle is measured in microseconds and is called a Group Repetition Interval (GRI).

LORAN-C chains are designated by the four most significant digits of their GRI. For example, a chain with a GRI of 89.700 microseconds is referred to as 8970. A different GRI is used for each chain because all LORAN-C stations broadcast in the same 90 to 110 kilohertz frequency band and would otherwise interfere with one another.

The LORAN-C system can be used in either a hyperbolic or range mode. In the widely used hyperbolic mode, a LORAN-C line of position is determined by measuring the time difference between synchronized pulses received from two separate transmitting stations. In the range mode, a line of position is determined by measuring the time required for LORAN-C pulses to travel from a transmitting station to the user's receiver.

A user's position is determined by locating the crossing point of two lines of position on a LORAN-C chart. Many receivers have built-in coordinate converters which will automatically display the receiver's latitude and longitude. With a coordinate converter, a position can be determined using a chart that is not overprinted with LORAN-C lines of position.

CAUTION: The latitude/longitude computation on some models is based upon an all seawater propagation path. This may lead to error if the LORAN-C signals from the various stations involve appreciable overland propagation paths. These errors may put the mariner at risk in areas requiring precise positioning if the

proper correctors (ASF) are not applied. *Therefore, it is recommended that mariners using Coordinate Converters check the manufacturer's operating manual to determine if and how corrections are to be applied to compensate for the discontinuity caused by the overland paths.*

There are two types of LORAN-C accuracy: absolute and repeatable. Absolute accuracy is a measure of the navigator's ability to determine latitude and longitude position from the LORAN-C time differences measured. Repeatable accuracy is a measure of the LORAN-C navigator's ability to return to a position where readings have been taken before.

The absolute accuracy of LORAN-C is 0.25 nautical miles, 95% confidence within the published coverage area using standard LORAN-C charts and tables. Repeatable accuracy depends on many factors, so measurements must be taken to determine the repeatable accuracy in any given area. Coast Guard surveys have found repeatable accuracies between 30 and 170 meters in most ground wave coverage areas. LORAN-C position determination on or near the baseline extensions are subject to significant errors and, therefore, should be avoided whenever possible. The use of skywaves is not recommended within 250 miles of a station being used, and corrections for these areas are not usually tabulated.

If the timing or pulse shape of a master-secondary pair deviates from specified tolerances, the first two pulses of the secondary station's pulse train will blink on and off. The LORAN-C receiver sees this blinking signal and indicates a warning to the user. This warning will continue until the signals are once again in tolerance. A blinking signal is not exhibited during off-air periods, so a separate receiver alarm indicates any loss of signal. Never use a blinking secondary signal for navigation.

In coastal waters, LORAN-C should not be relied upon as the only aid to navigation. A prudent navigator will use radar, radio direction finder, fathometer and any other aid to navigation, in addition to the LORAN-C receiver.

LORAN-C Interference

Interference to LORAN-C may result from radio transmissions by public or private sources operating near the LORAN-C band of 90–110 kHz. Anyone using the LORAN-C system, who observes interference to LORAN-C, should promptly report it to one of the Coast Guard commands listed below. Include in such reports information regarding the date, time, identifying characteristics, strength of the interfering signals and your own vessel's position. These interference reports are very important and cooperation from users of LORAN-C will assist the Coast Guard in improving LORAN-C service.

Atlantic Ocean and Gulf of Mexico

Commander (Atl)
Atlantic Area, U.S. Coast Guard
Governors Island
New York, NY 10004–5000

Pacific Ocean

Commander (Ptl)
Pacific Area, U.S. Coast Guard
Coast Guard Island
Alameda, CA 94501–5100

All areas

Commandant (G-NRN)

U.S. Coast Guard

Washington, DC 20593-0001

LORAN-C Charts and Publications

Navigational charts overprinted with LORAN-C lines of position are published by the National Ocean Service (NOS), Distribution Branch (N/CG33), 6501 Lafayette Avenue, Riverdale, MD 20737-1199 and the Defense Mapping Agency (DMA), Combat Support Center, Code: PMSR, Washington, DC 20315-0010, and may be purchased directly from NOS or DMA, or through local chart sales agents.

A general source of LORAN-C information is the LORAN-C User Handbook written by the U.S. Coast Guard. This publication can be purchased from the Superintendent of Documents, Order Section, U.S. Government Printing Office, Washington, DC 20402.

GLOBAL POSITIONING SYSTEM (GPS)

The Global Positioning System (GPS) is a satellite-based Radionavigation System providing continuous worldwide coverage. It provides navigation, position, and timing information to air, marine, and land users. Current plans call for GPS to be fully operational in late 1993. The GPS is being developed and will be operated and controlled by the Department of Defense (DOD) under U.S. Air Force management. Although originally intended for military use only, federal radionavigation policy has established that GPS will be available for civil use. Due to the orbiting nature of the incomplete satellite constellation, GPS coverage currently varies in quality throughout the day from place to place. Computer programs are available from commercial sources so that interested users can determine the quantity and quality of GPS coverage at their particular location.

The USCG is the government interface for civil users of GPS and has established a GPS Information Center (GPSIC) to meet the needs of the civil user. The GPSIC is a Coast Guard facility located in Alexandria, Virginia. It provides voice broadcasts, data broadcasts, and on-line computer-based information services, which are all available 24 hours a day. Personal telephone service is currently available Monday-Friday from 08:00 AM to 4:00 PM, excluding holidays. The information provided includes present or future satellite outages and constellation changes, user instructions and tutorials, lists of service and receiver provider/users, and other GPS-related information.

Users are cautioned that, per DOD policy:

The GPS system is not yet fully operational. Signal availability and accuracy are subject to change due to an incomplete satellite constellation and operational test activities.

However, whenever possible, advance notice of when the GPS satellites should not be used will be provided by the DOD and made available by the U.S Coast Guard.

Information concerning the GPS constellation is provided on a "test and evaluation" basis only. GPS advisory services are updated only during the time 8:00 AM and 4:00 PM, Monday through Friday (except Federal holidays). GPSIC services are described below.

The GPSIC 24 hour voice recording is a 3-line telephone answering machine. Up to 3 callers can listen to the 90 second recording at the same time.

The Department of Commerce transmits recorded time information on WWV/WWVH 5, 10, 15, and 20 MHz frequencies. During the 40 second interval between time ticks, atmospheric and navigation information is announced by voice. Listen at minute 14 & 15 on WWV and minute 43 & 44 on WWVH for GPS status information.

The computer bulletin board system (BBS) is capable of handling 16 simultaneous callers and provides GPS information such as GPS Status Messages, Satellite Almanacs, Notice Advisories to Navstar Users and post-mission ephemeris data. Also included is status information on the OMEGA navigation System and the Coast Guard's Differential GPS System.

The GPSIC disseminates safety GPS advisories broadcast messages through USCG broadcast stations utilizing VHF-FM voice, HF-SSB voice, and NAVTEX broadcasts. The broadcasts provide the GPS user in the marine environment with the current status of the GPS satellite constellation, as well as any planned/unplanned system outages that could affect GPS navigational accuracy.

To comment on any of these services or ask questions about GPS status, contact the GPSIC at:

Commanding Officer	Phone: (703) 866-3806
U.S. Coast Guard ONSCEN	FAX: (703) 866-3825
7323 Telegraph Road	
Alexandria, VA 22310-3393	

GLOSSARY OF AIDS TO NAVIGATION TERMS

Adrift: Afloat and unattached in any way to the shore or seabed.

Aid to navigation: Any device external to a vessel or aircraft specifically intended to assist navigators in determining their position or safe course, or to warn them of dangers or obstructions to navigation.

Alternating light: A rhythmic light showing light of alternating colors.

Arc of visibility: The portion of the horizon over which a lighted aid to navigation is visible from seaward.

Articulated beacon: A beacon-like buoyant structure, tethered directly to the seabed and having no watch circle. Called articulated light or articulated daybeacon, as appropriate.

Assigned position: The latitude and longitude position for an aid to navigation.

Beacon: A lighted or unlighted fixed aid to navigation attached directly to the earth's surface. (Lights and daybeacons both constitute "beacons".)

Bearing: The horizontal direction of a line of sight between two objects on the surface of the earth.

Bell: A sound signal producing bell tones by means of a hammer actuated by electricity or, on buoys, by sea motion.

Bifurcation: The point where a channel divides when proceeding from seaward. The place where two tributaries meet.

Broadcast Notice to Mariners: A radio broadcast designed to provide important marine information.

Buoy: A floating object of defined shape and color, which is anchored at a given position and serves as an aid to navigation.

Characteristic: The audible, visual, or electronic signal displayed by an aid to navigation to assist in the identification of an aid to navigation. Characteristic refers to lights, sound signals, racons, radiobeacons, and daybeacons.

Commissioned: The action of placing a previously discontinued aid to navigation back in operation.

Composite group-flashing light: A group-flashing light in which the flashes are combined in successive groups of different numbers of flashes.

Composite group-occulting light: A light similar to a group-occulting light except that the successive groups in a period have different numbers of eclipses.

Conventional direction of buoyage: The general direction taken by the mariner when approaching a harbor, river, estuary, or other waterway from seaward, or proceeding upstream or in the direction of the main stream of flood tide, or in the direction indicated in appropriate nautical documents (normally, following a clockwise direction around land masses).

Daybeacon: An unlighted fixed structure which is equipped with a dayboard for daytime identification.

Dayboard: The daytime identifier of an aid to navigation presenting one of several standard shapes (square, triangle, rectangle) and colors (red, green, white, orange, yellow, or black.)

Daymark: The daytime identifier of an aid to navigation. (See column 7 of the Light List.)

Diaphone: A sound signal which produces sound by means of a slotted piston moved back and forth by compressed air. A "two-tone" diaphone produces two sequential tones with the second tone of lower pitch.

Directional light: A light illuminating a sector or very narrow angle and intended to mark a direction to be followed.

Discontinued: To remove from operation (permanently or temporarily) a previously authorized aid to navigation.

Discrepancy: Failure of an aid to navigation to maintain its position or function as prescribed in the Light List.

Discrepancy buoy: An easily transportable buoy used to temporarily replace an aid to navigation not watching properly.

Dolphin: A minor aid to navigation structure consisting of a number of piles driven into the seabed or riverbed in a circular pattern and drawn together with wire rope.

Eclipse: An interval of darkness between appearances of a light.

Emergency light: A light of reduced intensity displayed by certain aids to navigation when the main light is extinguished.

Establish: To place an authorized aid to navigation in operation for the first time.

Extinguished: A lighted aid to navigation which fails to show a light characteristic.

Fixed light: A light showing continuously and steadily, as opposed to a rhythmic light. (Do not confuse with "fixed" as used to differentiate from "floating".)

Flash: A relatively brief appearance of a light, in comparison with the longest interval of darkness in the same character.

Flash tube: An electronically controlled high-intensity discharge lamp with a very brief flash duration.

Flashing light: A light in which the total duration of light in each period is clearly shorter than the total duration of darkness and in which the flashes of light are all of equal duration. (Commonly used for a single-flashing light which exhibits only single flashes which are repeated at regular intervals.)

Floating aid to navigation: A buoy, secured in its assigned position by a mooring.

Fog detector: An electronic device used to automatically determine conditions of visibility which warrant the turning on and off of a sound signal or additional light signals.

Fog signal: See sound signal.

Geographic range: The greatest distance the curvature of the earth permits an object of a given height to be seen from a particular height of eye without regard to luminous intensity or visibility conditions.

Gong: A wave actuated sound signal on buoys which uses a group of saucer-shaped bells to produce different tones.

Group-flashing light: A flashing light in which a group of flashes, specified in number, is regularly repeated.

Group-occulting light: An occulting light in which a group of eclipses, specified in number, is regularly repeated.

Horn: A sound signal which uses electricity or compressed air to vibrate a disc diaphragm.

Inoperative: Sound signal or electronic aid to navigation out of service due to a malfunction.

Interrupted quick light: A quick flashing light in which the rapid alternations are interrupted at regular intervals by eclipses of long duration.

Isolated danger mark: A mark erected on, or moored above or very near, an isolated danger which has navigable water all around it.

Isophase light: A rhythmic light in which all durations of light and darkness are equal. (Formerly called equal interval light.)

Junction: The point where a channel divides when proceeding seaward. The place where a distributary departs from the main stream.

Large navigation buoy (LNB): A 40-foot diameter, automated disc-shaped buoy used to replace lightships. Most LNB's are used in conjunction with major Traffic Separation Schemes. All LNB's are equipped with Emergency lights.

Lateral system: A system of aids to navigation in which characteristics of buoys and beacons indicate the sides of the channel or route relative to a conventional direction of buoyage (usually upstream).

Light: The signal emitted by a lighted aid to navigation. The illuminating apparatus used to emit the light signal. A lighted aid to navigation on a fixed structure.

Light sector: The arc over which a light is visible, described in degrees true, as observed from seaward towards the light. May be used to define distinctive color difference of two adjoining sectors, or an obscured sector.

Lighted ice buoy (LIB): A lighted buoy without sound signal, and designed to withstand the forces of shifting and flowing ice. Used to replace a conventional buoy when that aid to navigation is endangered by ice.

Lighthouse: A lighted beacon of major importance.

Local Notice to Mariners: A written document issued by each U.S. Coast Guard district to disseminate important information affecting aids to navigation, dredging, marine construction, special marine activities, and bridge construction on the waterways within that district.

Luminous range: The greatest distance a light can be expected to be seen given its nominal range and the prevailing meteorological visibility (see page xxviii).

Mark: A visual aid to navigation. Often called navigation mark, includes floating marks (buoys) and fixed marks (beacons).

Meteorological visibility: The greatest distance at which a black object of suitable dimension could be seen and recognized against the horizon sky by day, or, in the case of night observations, could be seen and recognized if the general illumination were raised to the normal daylight level.

Mileage number: A number assigned to aids to navigation which gives the distance in sailing miles along the river from a reference point to the aid to navigation. The number is used principally in the Mississippi River System.

Nominal range: The maximum distance a light can be seen in clear weather (meteorological visibility of 10 nautical miles). Listed for all lighted aids to navigation except range lights, directional lights, and private aids to navigation.

Occulting light: A light in which the total duration of light in each period is clearly longer than the total duration of darkness and in which the intervals of darkness (occultations) are all of equal duration. (Commonly used for single-occulting light which exhibits only single occultations which are repeated at regular intervals.)

Ocean Data Acquisition System (ODAS): Certain very large buoys in deep water for the collection of oceanographic and meteorological information. All ODAS buoys are yellow in color and display a yellow light.

Off shore tower: Monitored light stations built on exposed marine sites to replace lightships.

Off station: A floating aid to navigation not on its assigned position.

Passing light: A low intensity light which may be mounted on the structure of another light to enable the mariner to keep the latter light in sight when passing out of its beam during transit.

Period: The interval of time between the commencement of two identical successive cycles of the characteristic of the light or sound signal.

Pile: A long, heavy timber driven into the seabed or riverbed to serve as a support for an aid to navigation.

Port hand mark: A buoy or beacon which is left to the port hand when proceeding in the "conventional direction of buoyage".

Preferred channel mark: A lateral mark indicating a channel junction or bifurcation, or a wreck or other obstruction which, after consulting a chart, may be passed on either side.

Primary aid to navigation: An aid to navigation established for the purpose of making landfalls and coastwise passages from headland to headland.

Quick light: A light exhibiting very rapid regular alternations of light and darkness, normally 60 flashes per minute. (Formerly called quick flashing light.)

RACON: A radar beacon which produces a coded response, or radar paint, when triggered by a radar signal.

Radar: An electronic system designed to transmit radio signals and receive reflected images of those signals from a "target" in order to determine the bearing and distance to the "target".

Radar reflector: A special fixture fitted to or incorporated into the design of certain aids to navigation to enhance their ability to reflect radar energy. In general, these fixtures will materially improve the aid to navigation for use by vessels with radar.

Radiobeacon: Electronic apparatus which transmits a radio signal for use in providing a mariner a line of position.

Range: A line formed by the extension of a line connecting two charted points.

Range lights: Two lights associated to form a range which often, but not necessarily, indicates a channel centerline. The front range light is the lower of the two, and nearer to the mariner using the range. The rear range light is higher and further from the mariner.

Rebuilt: A fixed aid to navigation, previously destroyed, which has been restored as an aid to navigation.

Regulatory marks: A white and orange aid to navigation with no lateral significance. Used to indicate a special meaning to the mariner, such as danger, restricted operations, or exclusion area.

Relighted: An extinguished aid to navigation returned to its advertised light characteristics.

Replaced: An aid to navigation previously off station, adrift, or missing, restored by another aid to navigation of the same type and characteristics.

Replaced (temporarily): An aid to navigation previously off station, adrift, or missing, restored by another aid to navigation of different type and/or characteristic.

Reset: A floating aid to navigation previously off station, adrift, or missing, returned to its assigned position (station).

Rhythmic light: A light showing intermittently with a regular periodicity.

Setting a buoy: The act of placing a buoy on assigned position in the water.

Sector: See light sector.

Siren: A sound signal which uses electricity or compressed air to

actuate either a disc or a cup-shaped rotor.

Skeleton tower: A tower, usually of steel, constructed of heavy corner members and various horizontal and diagonal bracing members.

Sound signal: A device which transmits sound, intended to provide information to mariners during periods of restricted visibility and foul weather.

Starboard hand mark: A buoy or beacon which is left to the starboard hand when proceeding in the "conventional direction of buoyage."

Station buoy: An unlighted buoy set near a Large Navigation Buoy or an important buoy as a reference point should the primary aid to navigation be moved from its assigned position.

Topmark: One or more relatively small objects of characteristic shape and color placed on an aid to identify its purpose.

Traffic Separation Scheme: Shipping corridors marked by buoys which separate incoming from outgoing vessels. Improperly called SEA LANES.

Watching properly: An aid to navigation on its assigned position exhibiting the advertised characteristics in all respects.

Whistle: A wave actuated sound signal on buoys which produces sound by emitting compressed air through a circumferential slot into a cylindrical bell chamber.

Winter marker: An unlighted buoy without sound signal, used to replace a conventional buoy when that aid to navigation is endangered by ice.

Winter light: A light which is maintained during those winter months when the regular light is extinguished. It is of lower candlepower than the regular light but usually of the same characteristic.

Withdrawn: The discontinuance of a floating aid to navigation during severe ice conditions or for the winter season.

ABBREVIATIONS USED IN COAST GUARD BROADCAST NOTICES TO MARINERS

<u>Word/phrase</u>	<u>Abbrev</u>	<u>Word/phrase</u>	<u>Abbrev</u>
<u>Light characteristics</u>		Temporarily replaced by lighted buoy	TRLB
Fixed	F	Whistle	WHIS
Occulting	OC	<u>Organizations</u>	
Group–Occulting	OC(2)	Coast Guard	CG
Composite	OC(2+1)	Commander, Coast Guard District (#)	CCGD(#)
Group–Occulting		U.S. Army Corps of Engineers	COE
Isophase	ISO	Defense Mapping Agency	DMAHTC
Single–Flashing	FL	Hydro./Topo. Center	
Group–Flashing	FL(3)	National Ocean Service	NOS
Composite	FL(2+1)	National Weather Service	NWS
Group–Flashing		<u>Vessels</u>	
Continuous	Q	Aircraft	A/C
Quick–Flashing		Fishing Vessel	F/V
Interrupted	IQ	Liquified Natural Gas Carrier	LNG
Quick–Flashing		Motor Vessel	M/V ¹
Morse Code	MO(A)	Pleasure Craft	P/C
Fixed and Flashing	FFL	Research Vessel	R/V
Alternating	AL	Sailing Vessel	S/V
Characteristic	CHAR	<u>Compass Directions</u>	
<u>Colors</u>		East	E
Black	B	North	N
Blue	BU	Northeast	NE
Green	G	Northwest	NW
Orange	OR	South	S
Red	R	Southeast	SE
White	W	Southwest	SW
Yellow	Y	West	W
<u>Aids to Navigation</u>		<u>Months</u>	
Aeronautical Radiobeacon	AERO RBN	January	JAN
Articulated Daybeacon	ART DBN	February	FEB
Articulated Light	ART LT	March	MAR
Destroyed	DESTR	April	APR
Discontinued	DISCONTD	May	MAY
Established	ESTAB	June	JUN
Exposed Location Buoy	ELB	July	JUL
Fog signal station	FOG SIG	August	AUG
Large Navigation Buoy	LNB	September	SEP
Light	LT	October	OCT
Light List Number	LLNR	November	NOV
Lighted Bell Buoy	LBB	December	DEC
Lighted Buoy	LB	<u>Days of the Week</u>	
Lighted Gong Buoy	LGB	Monday	MON
Lighted Horn Buoy	LHB	Tuesday	TUE
Lighted Whistle Buoy	LWB	Wednesday	WED
Ocean Data Acquisition System	ODAS	Thursday	THU
Privately Maintained	PRIV MAINTD	Friday	FRI
Radar responder beacon	RACON	Saturday	SAT
Radar Reflector	RA REF	Sunday	SUN
Radiobeacon	RBN		
Temporarily replaced by unlighted buoy	TRUB		

¹ M/V includes: Steam Ship, Container Vessel, Cargo Vessel, etc.

ABBREVIATIONS USED IN COAST GUARD BROADCAST NOTICES TO MARINERS

Word/phrase	Abbrev	Word/phrase	Abbrev
<u>Various</u>		Prohibited	PROHIB
Anchorage	ANCH	Publication	PUB
Anchorage prohibited	ANCH PROHIB	Range	RGE
Approximate	APPROX	Reported	REP
Atlantic	ATLC	Restricted	RESTR
Authorized	AUTH	Rock	RK
Average	AVG	Saint	ST
Bearing	BRG	Second (time; geo pos)	SEC
Breakwater	BKW	Signal station	SIG STA
Broadcast Notice to Mariners	BNM	Station	STA
Channel	CHAN	Statute Mile(s)	SM
Code of Federal Regulations	CFR	Storm signal station	S SIG STA
Continue	CONT	Temporary	TEMP
Degrees (temperature; geo pos)	DEG	Through	THRU
Diameter	DIA	Thunderstorm	TSTM
Edition	ED	True	T
Effect/Effective	EFF	Uncovers; Dries	UNCOV
Entrance	ENTR	Universal Coordinate Time	UTC
Explosive Anchorage	EXPLOS ANCH	Urgent Marine	UMIB
Fathom(s)	FM(S)	Information Broadcast	
Foot/Feet	FT	Velocity	VLCTY
Harbor	HBR	Vertical clearance	VERT CL
Height	HT	Visibility	VSBY
Hertz	HZ	Warning	WRNG
Horizontal clearance	HOR CL	Weather	WEA
Hour	HR	Wreck	WK
International Regulations for Preventing Collisions at Sea, 1972	COLREGS	Yard(s)	YD
Kilohertz	KHZ	<u>Countries and States</u>	
Kilometer	KM	Alabama	AL
Knot(s)	KT(S)	Alaska	AK
Latitude	LAT	American Samoa	AS
Local Notice to Mariners	LNm	Arizona	AZ
Longitude	LONG	Arkansas	AR
Maintained	MAINTD	California	CA
Maximum	MAX	Canada	CN
Megahertz	MHZ	Colorado	CO
Millibar	MB	Connecticut	CT
Millimeter	MM	Delaware	DE
Minute (time; geo pos)	MIN	District of Columbia	DC
Moderate	MDT	Federated States of Micronesia	FSM
Mountain, Mount	MT	Florida	FL
Nautical Mile(s)	NM	Georgia	GA
Notice to Mariners	NTM	Guam	GU
Obstruction	OBSTR	Hawaii	HI
Occasion/Occasionally	OCCASION	Idaho	ID
Operating Area	OPAREA	Illinois	IL
Pacific	PAC	Indiana	IN
Point(s)	PT(S)	Iowa	IA
Position	PSN	Kansas	KS
Position Approximate	PA	Kentucky	KY
Pressure	PRES	Louisiana	LA
Private, Privately	PRIV	Maine	ME
		Maryland	MD
		Massachusetts	MA

ABBREVIATIONS USED IN COAST GUARD BROADCAST NOTICES TO MARINERS

<u>Word/phrase</u>	<u>Abbrev</u>	<u>Word/phrase</u>	<u>Abbrev</u>
Mexico	MX	Oregon	OR
Michigan	MI	Pennsylvania	PA
Minnesota	MN	Puerto Rico	PR
Mississippi	MS	Rhode Island	RI
Missouri	MO	South Carolina	SC
Montana	MT	South Dakota	SD
Nebraska	NE	Tennessee	TN
New Hampshire	NH	Texas	TX
Nevada	NV	United States	US
New Jersey	NJ	Utah	UT
New Mexico	NM	Vermont	VT
New York	NY	Virgin Islands	VI
North Carolina	NC	Virginia	VA
North Dakota	ND	Washington	WA
Northern Marianas	CM	West Virginia	WV
Ohio	OH	Wisconsin	WI
Oklahoma	OK	Wyoming	WY

RADIOBEACON SYSTEM – ATLANTIC COAST

SEQUENCED – By Frequency

<i>Freq kHz</i>	<i>Sequence</i>	<i>Station</i>	<i>Characteristic</i>	<i>Range (n.m.)</i>	<i>Lat. (N)</i>	<i>Long. (W)</i>
286	I	HIGHLAND	HI (.... ..)	100	42 02 24	70 03 40
	IV	AMBROSE	T (—)	125	40 27 32	73 49 52
	V	GREAT DUCK ISLAND	GD (— . — .)	50	44 08 32	68 14 47
	VI	MANANA ISLAND	MI (— — ..)	100	43 45 48	69 19 38
306	I, IV	CLINTON HARBOR	CL (— . — . — .)	20	41 16 00	72 31 10
	II	LITTLE GULL	J (— — —)	20	41 12 22	72 06 29
	III, VI	HORTON POINT	HP (.... . — .)	20	41 05 06	72 26 48
	V	WATCH HILL	WH (— — — .)	10	41 18 36	71 55 30
316	I, IV	EXECUTION ROCKS	XR (— . — . — .)	20	40 52 41	73 44 18
	II, V	OLDFIELD POINT	OP (— — — . — .)	20	40 58 36	73 07 08
	III, VI	STRATFORD POINT	SP (... . — .)	20	41 09 06	73 06 13

CONTINUOUS – By Frequency

<i>Freq kHz</i>	<i>Station</i>	<i>Characteristic</i>	<i>Range (n.m.)</i>	<i>Lat. (N)</i>	<i>Long. (W)</i>
291	HALFWAY ROCK	HR (.... . — .)	10	43 39 21	70 02 15
291	NOBSKA POINT	NP (— . — .)	20	41 30 58	70 39 20
291	FIRE ISLAND	RT (— . —)	15	40 38 18	73 18 53
293	MONTAUK POINT	MP (— — . — .)	125	41 04 02	71 51 44
295	SCITUATE HARBOR	SH (...)	10	42 11 56	70 43 12
298	NANTUCKET LNB	NS (—)	50	40 30 00	69 28 00
301	PORTLAND LIGHTED HORN BUOY P (LNB)	PH (— —)	30	43 31 37	70 05 31
301	BLOCK ISLAND	BI (—)	20	41 09 11	71 33 04
302	EAST ROCKAWAY INLET	ER (. . — .)	10	40 35 11	73 45 11
304	BOSTON LIGHTED HORN BUOY B (LNB)	BH (—)	30	42 22 42	70 47 00
308	CLEVELAND LEDGE	CL (— . — . — .)	10	41 37 51	70 41 42
308	MANASQUAN INLET	MI (— — ..)	20	40 06 03	74 02 03
310	BEAVERTAIL	N (— .)	20	41 26 58	71 23 58
311	CHATHAM	CH (— . —)	20	41 40 17	69 57 02
311	SHINNECOCK INLET	SN (... — .)	20	40 50 32	72 28 44
314	MATINICUS ROCK	MR (.. . — .)	20	43 47 00	68 51 19

CONTINUOUS - By Frequency

<i>Freq</i> <i>kHz</i>	<i>Station</i>	<i>Characteristic</i>	<i>Range</i> <i>(n.m.)</i>	<i>Lat. (N)</i> <i>° ' "</i>	<i>Long. (W)</i> <i>° ' "</i>
314	BUZZARDS BAY	BB (—... —...)	20	41 23 47	71 02 02
318	CAPE COD CANAL BREAKWATER	CC (—.—. —.—.)	20	41 46 19	70 30 04
319	JONES INLET	JI (.---- ..)	10	40 34 50	73 34 24
320	THE CUCKOLDS	CU (—.—. ..—)	10	43 46 46	69 39 02
320	SAYBROOK BREAKWATER	SB (... —...)	10	41 15 47	72 20 36
322	PORTSMOUTH HARBOR (NEW CASTLE) LIGHT	NCE (—.—.—.—. .)	10	43 04 15	70 42 36
322	NEW BEDFORD	NB (—.—.—.)	10	41 37 28	70 54 22
325	EASTERN POINT	EP (. .—.—.)	10	42 34 50	70 39 54
325	POINT JUDITH	PJ (.—.—. .—.—.)	10	41 21 39	71 28 55
325	BRANT POINT	BP (—... .—.—.)	10	41 17 23	70 05 27

United States Coast Guard

RADIOBEACON SYSTEM ATLANTIC COAST

VOLUME 1 1992 EDITION

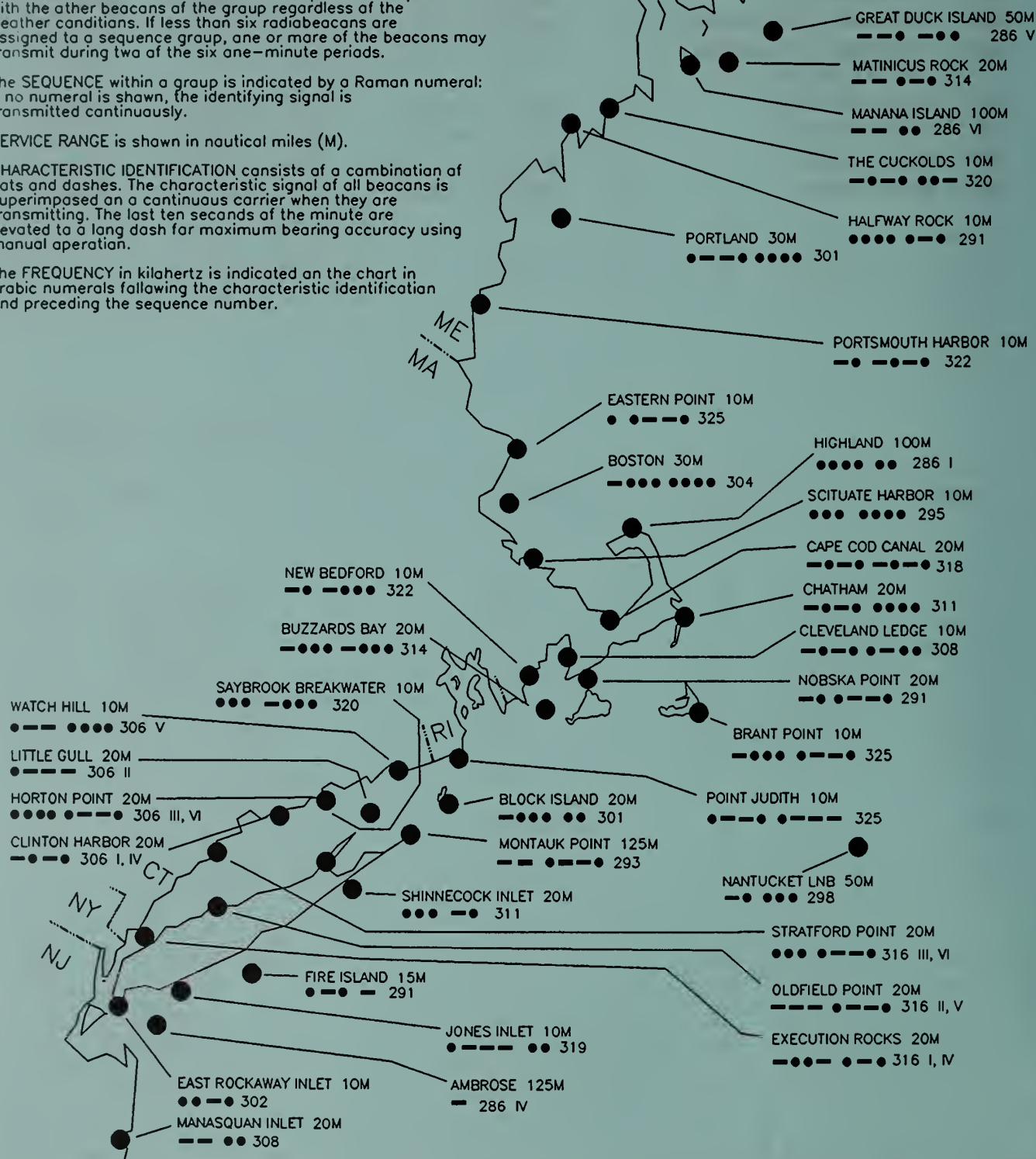
Many radiobeacons must share a group frequency with other beacons. Therefore, radiobeacons in the same general geographic area are divided into groups of up to six beacons transmitting on a single frequency with the sequence being repeated continually. Each radiobeacon transmits for at least one minute out of each six-minute period in sequence with the other beacons of the group regardless of the weather conditions. If less than six radiobeacons are assigned to a sequence group, one or more of the beacons may transmit during two of the six one-minute periods.

The SEQUENCE within a group is indicated by a Roman numeral: If no numeral is shown, the identifying signal is transmitted continuously.

SERVICE RANGE is shown in nautical miles (M).

CHARACTERISTIC IDENTIFICATION consists of a combination of dots and dashes. The characteristic signal of all beacons is superimposed on a continuous carrier when they are transmitting. The last ten seconds of the minute are devoted to a long dash for maximum bearing accuracy using manual operation.

The FREQUENCY in kilohertz is indicated on the chart in Arabic numerals following the characteristic identification and preceding the sequence number.



GEOGRAPHIC RANGE TABLE

The following table gives the approximate geographic range of visibility for an object which may be seen by an observer at sea level. It is necessary to add to the distance for the height of any object the distance corresponding to the height of the observer's eye above sea level.

Distances of visibility for objects of various elevations above sea level.

Height		Distance Nautical Miles (NM)	Distance Statute Miles (SM)	Height		Distance Nautical Miles (NM)	Distance Statute Miles (SM)	Height		Distance Nautical Miles (NM)	Distance Statute Miles (SM)
Feet	Meters			Feet	Meters			Feet	Meters		
5	1.5	2.6	3.0	70	21.3	9.8	11.3	250	76.2	18.5	21.3
10	3.1	3.7	4.3	75	22.9	10.1	11.7	300	91.4	20.3	23.3
15	4.6	4.5	5.2	80	24.4	10.5	12.0	350	106.7	21.9	25.2
20	6.1	5.2	6.0	85	25.9	10.8	12.4	400	121.9	23.4	26.9
25	7.6	5.9	6.7	90	27.4	11.1	12.8	450	137.2	24.8	28.6
30	9.1	6.4	7.4	95	29.0	11.4	13.1	500	152.4	26.2	30.1
35	10.7	6.9	8.0	100	30.5	11.7	13.5	550	167.6	27.4	31.6
40	12.2	7.4	8.5	110	33.5	12.3	14.1	600	182.9	28.7	33.0
45	13.7	7.8	9.0	120	36.6	12.8	14.7	650	198.1	29.8	34.3
50	15.2	8.3	9.5	130	39.6	13.3	15.4	700	213.4	31.0	35.6
55	16.8	8.7	10.0	140	42.7	13.8	15.9	800	243.8	33.1	38.1
60	18.3	9.1	10.4	150	45.7	14.3	16.5	900	274.3	35.1	40.4
65	19.8	9.4	10.9	200	61.0	19.0	16.5	1000	304.8	37.0	42.6

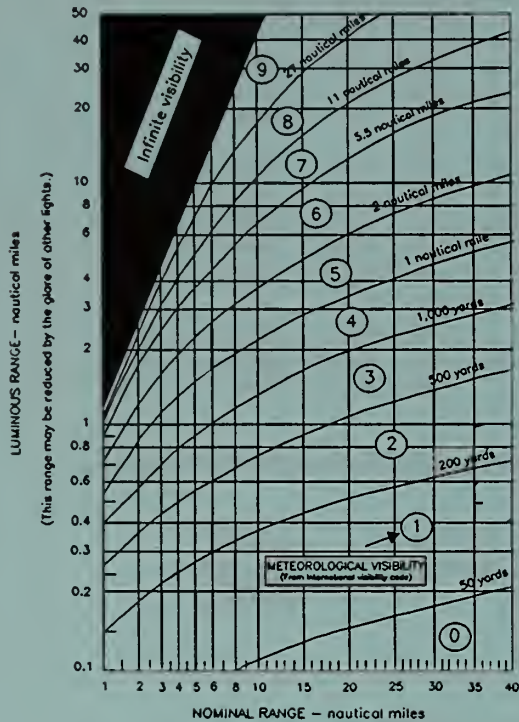
Example: Determine the geographic visibility of an object, with a height above water of 65 feet, for an observer with a height of eye of 35 feet. Enter above table:

Height of object	65 feet	9.4 NM
Height of observer	35 feet	<u>6.9 NM</u>
Computed geographic visibility		16.3 NM

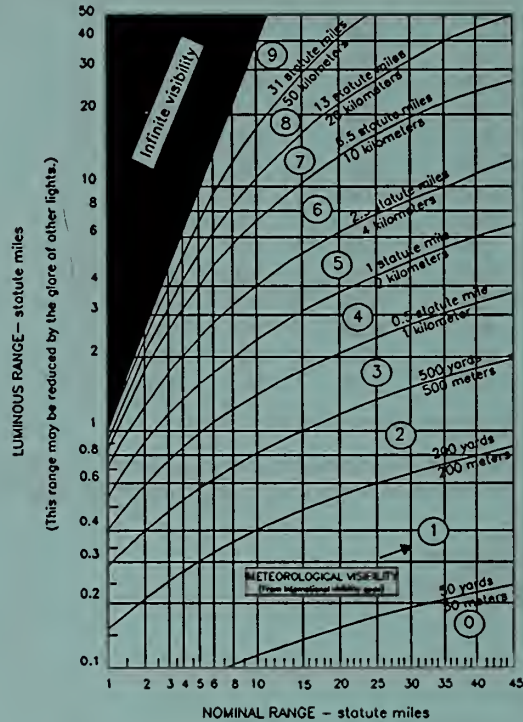
LUMINOUS RANGE DIAGRAM

The nominal range given in this Light List is the maximum distance a given light can be seen when the meteorological visibility is 10 nautical miles (or 11.5 statute miles on Lake Champlain). If the existing visibility is less than 10 NM (11.5 SM), the range at which the light can be seen will be reduced below its nominal range. And, if the visibility is greater than 10 NM (11.5 SM), the light can be seen at greater distances. The distance at which a light may be expected to be seen in the prevailing visibility is called its luminous range.

Nautical Miles



Statute Miles (For Lake Champlain)



METEOROLOGICAL VISIBILITY (From International Visibility code)			
Code	Metric	Nautical (approximate)	Statute (approximate)
0	Less than 50 meters	Less than 50 yards	Less than 50 yards
1	50-200 meters	50-200 yards	50-200 yards
2	200-500 meters	200-500 yards	200-500 yards
3	500-1,000 meters	500-1,000 yards	500-1,000 yards
4	1-2 kilometers	1,000-2,000 yards	1,000-2,000 yards
5	2-4 kilometers	1-2 nautical miles	1-2.5 statute miles
6	4-10 kilometers	2-5.5 nautical miles	2.5-6.5 statute miles
7	10-20 kilometers	5.5-11 nautical miles	6.5-13 statute miles
8	20-50 kilometers	11-27 nautical miles	13-31 statute miles
9	Greater than 50 km	Greater than 27 nm	Greater than 31 miles

This diagram enables the mariner to determine the approximate luminous range of a light when the nominal range and the prevailing meteorological visibility are known. The diagram is entered from the bottom border using the nominal range listed in column 6 of this book. The intersection of the nominal range with the appropriate visibility curve (or, more often, a point between two curves) yields, by moving horizontally to the left border, the luminous range.

CAUTION: When using this diagram it must be remembered that:

1. The ranges obtained are approximate.
2. The transparency of the atmosphere may vary between the observer and the light.
3. Glare from background lighting will considerably reduce the range at which lights are sighted.
4. The rolling motion of the mariner and/or of a lighted aid to navigation may reduce the distance at which lights can be detected and identified.

(1) No.	(2) Name and location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
SEACOAST (Rhode Island) - First District							
<div>N/W</div> APPROACHES TO NEW YORK - NANTUCKET SHOALS TO FIVE FATHOM BANK (Chart 12300)							
655	Black Island Southeast Light	41 09.2 71 33.1	Fl G 5^s	258	24	On steel tower. 67	Emergency light of reduced intensity when main light is extinguished. Lighted throughout 24 hours.
656	Black Island Southeast Radiabeacon	41 09.2 71 33.1	Bl (-... ..)		20		FREQ: 301 kHz. Antenna 70 feet east south east of tower.
660	<i>Southwest Ledge Lighted Bell Buoy 2</i> Marks southwest edge of shoals.	41 06.7 71 40.3	Fl R 2.5^s		4	Red.	
SEACOAST (New York) - First District							
<div>N/W</div> APPROACHES TO NEW YORK - NANTUCKET SHOALS TO FIVE FATHOM BANK (Chart 12300)							
665	<i>Montauk Point Lighted Whistle Buoy MP</i>	41 01.8 71 45.7	Ma (A) W		6	Red and white stripes with red spherical topmark.	
670	Montauk Point Light	41 04.2 71 51.5	Fl W 5^s	168	24	White octagonal, pyramidal tower with brown band midway of height, covered way to gray dwelling.	HORN: 1 blast ev 15 ^s (2 ^s bl). Emergency light (F W 5 ^s) when main light is extinguished. Lighted throughout 24 hours.
671	Montauk Point Radiabeacon	41 04.2 71 51.5	MP (-- ...)		125		FREQ: 286 kHz, III. Antenna 690 yards, 227° from light.
675 27180	<i>Shinnecock Inlet Approach Lighted Whistle Buoy SH</i>	40 49.0 72 28.6	Ma (A) W		6	Red and white stripes with red spherical topmark.	
680 27175	Shinnecock Light	40 50.5 72 28.7	Fl (2) R 15s 0.1s fl 3.6s ec. 0.1s fl 11.2s ec.	75	21	Red skeleton tower.	HORN: 1 blast ev 15 ^s (2 ^s bl).
681 27176	Shinnecock Radiabeacon	40 50.5 72 28.8	SN (... ..)		20		FREQ: 311 kHz. Antenna at light tower.
685	<i>Moriches Inlet Approach Lighted Bell Buoy 2B</i>	40 44.1 72 45.2	Fl R 6s		4	Red.	
690	Cedar Island Beach Outfall Buoy A					Yellow can.	Private aid.
695	Fire Island Light	40 37.9 73 13.1	Fl W 7.5^s	167	24	Black and white banded tower; black on top.	Lighted throughout 24 hours.
700	Fire Island Radiabeacon	40 38.3 73 18.9	RT (... ..)		15		FREQ: 291 kHz.
705	<i>Fire Island Inlet Approach Lighted Whistle Buoy 4FI</i>	40 35.6 73 17.8	Fl R 2.5^s		4	Red.	
720	<i>Nantucket Traffic Lane Lighted Horn Buoy NA</i>	40 25.7 73 11.5	Fl Y 6^s		7	Yellow.	RACON: N (..) HORN: 1 blast ev 15 ^s (2 ^s bl).
725	<i>Nantucket Traffic Lane Lighted Whistle Buoy NB</i>	40 26.5 73 40.8	Fl Y 4^s		6	Yellow.	

(1) No.	(2) Name and location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
SEACOAST (New York) - First District							
<div>N/W</div> APPROACHES TO NEW YORK - NANTUCKET SHOALS TO FIVE FATHOM BANK (Chart 12300)							
730	Ambrose Light	40 27.6 73 49.9	FI W 5^s	136	24	Red tower on white square superstructure on four piles. AMBROSE on sides	HORN: 1 blast ev 15 ^s (2 ^s bl). Emergency light of reduced intensity when main light is extinguished. Obstruction lights showing FI W from all four corners. Piles floodlighted from sunset to sunrise. Lighted throughout 24 hours. RACON: N (—●).
731	Ambrose Radiobeacon	40 27.6 73 49.9	T (—)		125		286 kHz, IV.
SEACOAST (New Jersey) - First District							
APPROACHES TO NEW YORK - NANTUCKET SHOALS TO FIVE FATHOM BANK (Chart 12300)							
735	<i>Hudson Canyon Traffic Lane Lighted Horn Buoy HA</i>	40 07.6 73 21.4	FI Y 4^s		6	Yellow.	RACON: C (—●—●). HORN: 1 blast ev 30 ^s (3 ^s bl).
740	<i>Barnegat Traffic Lane Lighted Whistle Buoy BA</i>	40 20.7 73 47.7	FI Y 6^s		7	Yellow.	
745	<i>Fishing Grounds Obstruction Lighted Bell Buoy FG</i>	40 25.2 73 51.7	FI (2+1) G 6^s		4	Green and red bands.	
750	<i>New York Bight Dumping Ground Lighted Buoy NY</i>	40 22.8 73 50.7	FI Y 6^s		5	Yellow.	
755	<i>New York Bight Dumping Ground Buoy KVK</i>	40 22.2 73 51.2				Yellow nun.	
760	<i>New York Bight Dumping Ground Buoy OM</i>	40 22.7 73 50.4				Yellow can.	
765 32325	<i>Shrewsbury Rocks Lighted Bell Buoy 1</i> Off east end of rocks.	40 20.5 73 55.6	FI G 2.5^s		4	Green.	
770 37325	<i>Shark River Inlet Lighted Whistle Buoy SI</i>	40 11.2 74 00.1	Mo (A) W		6	Red and white stripes with red spherical topmark.	
775 37345	MANASQUAN INLET NORTH BREAKWATER LIGHT 4	40 06.1 74 01.9	FI R 4s	30	6	TR on skeleton tower.	
780 37350	Manasquan Inlet South Breakwater Light 3	40 06.0 74 01.9	FI G 6s	35	10	SG on spindle.	HORN: 1 blast ev 30 ^s (3 ^s bl).
Sea Girt							
785	- Buoy A Marks firing range.					Yellow spar.	Private aid.
790	- Buoy B Marks firing range.					Yellow spar.	Private aid
795	- Buoy C Marks firing range.					Yellow spar.	Private aid.
800	- Buoy D Marks firing range.					Yellow spar.	Private aid.

(1) No.	(2) Name and location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
RHODE ISLAND - First District							
	N/W NARRAGANSETT BAY (Chart 13221)						
	Greenwich Bay						
	Warwick Cove						
17970	- Buoy 5	41 41.0 71 23.5				Green can.	
17975	- Buoy 7	41 41.0 71 23.5				Green can.	
17980	- Buoy 9					Green can.	
17985	- Buoy 10					Red nun.	
17990	- Buoy 12					Red nun.	
	Greenwich Bay						
17995	- Buoy 3					Green can.	
18000	- Buoy 5					Green can.	
18005	- Buoy 6					Red nun.	
18010	- Buoy 7 On edge of shoal.					Green can.	
18015	Cedar Tree Point Buoy 2					Red nun.	
18020	Apponaug Cove Approach Buoy 1					Green can.	
	Apponaug Cove Channel						
18025	- Buoy 3					Green can.	
18030	- Buoy 5					Green can.	
18035	- Buoy 6					Red nun.	
18040	- Buoy 7					Green can.	
18045	- Buoy 8					Red nun.	
	BLOCK ISLAND SOUND AND APPROACHES (Chart 13205)						
	West Passage						
18050	Point Judith Light	41 21.7 71 28.9	Occ (3) W 15 ^s 5 ^s fl 2 ^s ec. 2 ^s fl 2 ^s ec. 2 ^s fl 2 ^s ec.	65	16	Octagonal tower, lower half white, upper half brown. 51	HORN: 1 blast ev 15 ^s (2 ^s bl).
18051	Point Judith Radiobeacon	41 21.7 71 28.9	PJ (•---• •---•)		20		FREQ: 325 kHz. Antenna 36 feet, 195° from light tower.
18055	<i>Point Judith Lighted Whistle Buoy 2</i>	41 19.3 71 28.6	Fl R 4 ^s		4	Red.	
18060	Point Judith Bell Buoy 4					Red.	
18065	Nebraska Shoal Buoy 2NS	41 21.0 71 34.6				Red nun.	
18070	<i>Block Island North Reef Lighted Bell Buoy 1Bl</i>	41 15.5 71 34.6	Fl G 4 ^s		4	Green.	

(1) No.	(2) Name and location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
RHODE ISLAND - First District							
N/W BLOCK ISLAND SOUND AND APPROACHES (Chart 13205)							
West Passage							
18075	Block Island North Light	41 13.7 71 34.6	Fl W 5^s	58	13	Black tower on grey granite dwelling. 52	
Point Judith Harbor of Refuge							
18080	- EAST ENTRANCE LIGHT 2	41 21.5 71 29.6	Fl R 4^s	31	5	TR on white pile structure.	
18085	- EAST ENTRANCE LIGHT 3	41 21.6 71 29.9	Fl G 4^s	39	5	SG on post on concrete base.	
18090	- MAIN BREAKWATER CENTER LIGHT	41 21.3 71 30.5	Fl W 2.5^s	37	7	NR on post on concrete base.	
18095	- WEST ENTRANCE LIGHT 2	41 21.7 71 30.8	Fl R 4^s	35	5	TR on post on concrete base.	
18100	- WEST ENTRANCE LIGHT 3	41 21.9 71 30.9	Fl G 6^s	35	6	SG on post on concrete base.	HORN: 1 blast ev 30 ^s (3 ^s bl).
18105	South Lump Buoy					Red and green bands; nun.	
18110	Point Judith Harbor Buoy 2					Red nun.	
18115	Point Judith Harbor Buoy 4					Red nun.	
18120	Point Judith Harbor Buoy 6					Red nun.	
18125	Point Judith Inner Harbor Daybeacon 8	41 22.5 71 30.8				TR on spindle.	
Great Island Channel							
18126	- Buoy 1					Green can.	
18127	- Buoy 3					Green can.	
18128	- Buoy 5					Green can.	
Point Judith Pond							
18130	- Junction Buoy					Red and green bands; nun.	
18135	- Channel Buoy 2					Red nun.	
18140	- Channel Buoy 2A					Red nun.	
18145	- Channel Buoy 2B					Red nun.	
18150	- Channel Buoy 3					Green can.	
18155	- Channel Buoy 4					Red nun.	
18160	- Channel Buoy 5					Green can.	
18165	- Channel Buoy 6					Red nun.	
18170	- Channel Buoy 6A					Red nun.	
18175	- Channel Buoy 7					Green can.	
18180	- Channel Buoy 8					Red nun.	
18185	- Channel Buoy 8A					Red nun.	
18190	- Channel Buoy 9					Green can.	

(1) No.	(2) Name and location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
RHODE ISLAND - First District							
N/W							
BLOCK ISLAND SOUND AND APPROACHES (Chart 13205)							
Point Judith Pond							
18195	- Channel Buoy 9A					Green can.	
18200	- Channel Buoy 10					Red nun.	
18205	- Channel Buoy 11					Green can.	
18210	- Channel Buoy 12					Red nun.	
18215	- Channel Buoy 14					Red nun.	
18220	- Channel Buoy 15					Green can.	
18225	- Channel Buoy 16					Red nun.	
18230	- Channel Buoy 18					Red nun.	
18235	- Channel Buoy 19					Green can.	
18240	- Channel Buoy 20					Red nun.	
18245	- Channel Buoy 21					Green can.	
18250	- Channel Buoy 24	41 23.4 71 29.8				Red nun.	
18255	- Channel Buoy 25					Green can.	
BLOCK ISLAND (Chart 13217)							
Block Island							
18260	Clay Head Buoy 3 Marks rock.					Green can.	
18265	- Northeast Whistle Buoy 5					Green.	
18270	- Old Harbor Channel Bell Buoy 1					Green.	
18275	- Old Harbor Channel Buoy 5 North end of shoal.					Green can.	
18280	- Old Harbor Channel Buoy 6					Red nun.	
18285	- Old Harbor Channel Buoy 7					Green can.	
18290	- Old Harbor Point Buoy 7	41 09.3 71 32.5				Green can.	
18295	Southeast Point Buoy 9	41 08.9 71 32.8				Green can.	
18300	- BREAKWATER LIGHT 3	41 10.6 71 33.3	FI G 2.5 ^s	27	8	SG on white skeleton tower, white house, concrete base.	HORN: 2 blasts ev 30 ^s (2 ^s bl 2 ^s si 2 ^s bl 24 ^s si).
18305	- Breakwater Outer Basin Light B	41 10.5 71 33.4	F R	23	11	TR on skeleton tower.	Lighted throughout 24 hours.
18310	Black Rock Point Buoy 2 On south side of rock.	41 08.4 71 35.8				Red nun.	
18315	Southwest Point Lighted Whistle Buoy 4	41 08.7 71 37.4	FI R 6 ^s		4	Red.	

(1) No.	(2) Name and location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
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RHODE ISLAND - First District

	BLOCK ISLAND (Chart 13217)	N/W					
	Block Island						
18320	Dickens Point Shoal Bell Buoy 6					Red.	
	Great Salt Pond						
18325	- Entrance Bell Buoy 2	41 12.1 71 35.7				Red.	
18330	- BREAKWATER LIGHT 4	41 12.0 71 35.6	F R	49	8	TR on white cylindrical tower; red top.	HORN: 1 blast ev 10s (1s bl).
18335	- Entrance Buoy 5	41 12.0 71 35.5				Green can.	
18340	- Entrance Buoy 7					Green can.	
18345	- Entrance Buoy 8					Red nun.	
18355	- Buoy 10					Red nun.	
18360	- Buoy 11					Green can.	
18365	- Buoy 12					Red nun.	
18370	- Buoy 13	41 11.2 71 34.7				Green can.	
18375	- Buoy 14					Red nun.	

RHODE ISLAND - First District

	BLOCK ISLAND SOUND AND APPROACHES (Chart 13205)						
18380	Watch Hill Light	41 18.2 71 51.5	Al Oc W (2) R 15 ^s 10.0 ^s Wlt 1.1 ^s ec 0.3 ^s Rfl 2.2 ^s ec 0.3 ^s Rfl 1.1 ^s ec	61	W 15 R 13	Square, gray granite tower attached to white building.	HORN: 1 blast ev 30 ^s (3 ^s bl). Emergency light of reduced intensity when main light is extinguished. Lighted throughout 24 hours.
18381	Watch Hill Radiobeacon	41 18.2 71 51.5	WH (•—• ••••)		10		FREQ: 306 kHz, V. Antenna 136 yards, 021° from light.
18385	Watch Hill Lighted Whistle Buoy WH	41 15.8 71 51.0	Ma (A) W		6	Red and white stripes.	

NEW YORK - First District

	BLOCK ISLAND SOUND AND GARDINERS BAY (Chart 13209)						
18390	Cerberus Shoal Lighted Gong Buoy 9 Northeast of shoal.	41 10.4 71 57.2	Fl G 4^s		4	Green.	
18395	Race Rock Light	41 14.6 72 02.8	Fl R 10^s	67	19	Granite tower attached to dwelling, on granite pier. 45	Lighted throughout 24 hours. HORN: 2 blasts ev 30 ^s (2 ^s bl-2 ^s si-2 ^s bl-24 ^s si). Horn points southeast. Emergency light of reduced intensity when main light is extinguished.
18400	Race Point Buoy 2 On west edge of shoal.					Red nun.	

(1) No.	(2) Name and location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
NEW YORK - First District							
N/W BLOCK ISLAND SOUND AND GARDINERS BAY (Chart 13209)							
18405	Valiant Rock Lighted Bell Buoy 1A Northerly of rock.	41 13.8 72 04.0	Q G		4	Green.	
18410	Little Gull Island Light	41 12.4 72 06.5	F W	91	18	Gray granite tower, attached to red dwelling on pier.	HORN: 1 blast ev 15 ^s (2 ^s bl). Operates continuously. Emergency light of reduced intensity when main light is extinguished. Lighted throughout 24 hours.
18411	Little Gull Island Radiobeacon	41 12.4 72 06.5	J (•---)		20		FREQ: 306 kHz, II. Antenna 60 yards, 200° from light tower.
18415	Little Gull Island Reef Buoy 1 On east side of shoal spot.					Green can.	
18420	Block Island Sound South Entrance Obstruction Lighted Buoy BIS	41 06.9 71 43.1	Fl (2+1) G 6 ^s		4	Green and red bands.	
18425	Endeavor Shoals Lighted Gong Buoy 1	41 06.1 71 46.3	Fl G 4 ^s		4	Green.	
18435	Blackfish Rock Buoy 3 On north side of rock.					Green can.	
18440	Shagwong Rock Lighted Buoy SR On northeast side of rock.		Fl (2+1) G 6 ^s		4	Green and red bands.	
18445	Shagwong Reef Lighted Bell Buoy 7SR On north side of reef.	41 07.0 71 54.8	Fl G 2.5 ^s		4	Green.	
18450	Montauk Harbor Entrance Lighted Bell Buoy M	41 05.1 71 56.4	Mo (A) W		6	Red and white stripes with red spherical topmark.	
18455	MONTAUK EAST JETTY LIGHT 1	41 04.8 71 56.3	Fl G 4 ^s	30	4	SG on skeleton tower.	
18460	Montauk West Jetty Light 2	41 04.7 71 56.4	Fl R 5 ^s	32	14	TR on skeleton tower.	HORN: 1 blast ev 30 ^s (3 ^s bl).
18465	Montauk Channel Shoal Buoy 1S					Green can.	Removed when endangered by ice.
18470	Montauk Harbor West Side Daybeacon Marks rocks near edge of channel.					NW on pile worded DANGER ROCK.	Sides of daymark form 45° angle to the centerline of channel with apex toward channel.
Montauk Harbor							
18475	- Buoy 1					Green can.	Maintained from May 1 to Nov. 1. Private aid.
18480	- Buoy 3					Green can.	Maintained from May 1 to Nov. 1. Private aid.

(1) No.	(2) Name and location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
NEW YORK - First District							
N/W BLOCK ISLAND SOUND AND GARDINERS BAY (Chart 13209)							
Mantauk Harbar							
18485	- Buoy 5					Green can.	Maintained from May 1 to Nov. 1. Private aid.
18490	- Buoy 7					Green can.	Maintained from May 1 to Nov. 1. Private aid.
18495	- Buoy 8					Red nun.	Maintained from May 1 to Nov. 1. Private aid.
18500	- Buoy 9					Green can.	Maintained from May 1 to Nov. 1. Private aid.
18505	- Buoy 10					Red nun.	Maintained from May 1 to Nov. 1. Private aid.
18510	- Buoy 11					Green can.	Maintained from May 1 to Nov. 1. Private aid.
18515	- Buoy 12					Red nun.	Maintained from May 1 to Nov. 1. Private aid.
18520	- Buoy 13					Green can.	Maintained from May 1 to Nov. 1. Private aid.
18525	- Buoy 15					Green can.	Maintained from May 1 to Nov. 1. Private aid.
Lake Mantauk							
18530	- Buoy 1					Green Spar.	Maintained from May 1 to Nov. 1. Private aid.
18535	- Buoy 3					Green can.	Maintained from May 1 to Nov. 1. Private aid.
18540	- Buoy 4					Red nun.	Maintained from May 1 to Nov. 1. Private aid.
18545	- Buoy 5					Green can.	Maintained from May 1 to Nov. 1. Private aid.
18550	- Buoy 6					Red nun.	Maintained from May 1 to Nov. 1. Private aid.
18555	- Buoy 7					Green can.	Maintained from May 1 to Nov. 1. Private aid.
18560	- Buoy 8					Red nun.	Maintained from May 1 to Nov. 1. Private aid.

(1) No.	(2) Name and location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
NEW YORK - First District							
N/W BLOCK ISLAND SOUND AND GARDINERS BAY (Chart 13209)							
Montauk Harbor							
18565	MONTAUK YACHT CLUB LIGHT	41 04.2 71 56.0	F W		65	On lighthouse tower.	Private aid.
CONNECTICUT - First District							
FISHERS ISLAND SOUND (Chart 13214)							
Southeast Entrance							
18570	Catumb Passage Buoy 1C Off rock.	41 17.4 71 52.9				Green can.	
18575	Catumb Passage Buoy 3C Northeast side of Catumb Rocks.					Green can.	
18580	Catumb Rocks Buoy 2 Southwest of reef.					Red nun.	
18585	Lords Passage Lighted Whistle Buoy L	41 17.4 71 54.3	Mo (A) W		6	Red and white stripes with red spherical topmark.	
18590	Lords Passage Buoy 2L	41 17.5 71 54.0				Red nun.	
18595	Wicopesset Passage Bell Buoy W					Red and white stripes with red spherical topmark.	
18600	Wicopesset Passage Rock Buoy WP On north side of rock.					Green and red bands; can.	
Main Channel							
18605	Gangway Rock Lighted Bell Buoy 2	41 18.0 71 51.5	Fl R 6 ^s		4	Red.	Removed when endangered by ice.
18610	Watch Hill Reef Gong Buoy 1 On east side of reef.					Green.	
18615	Watch Hill Passage Buoy 3	41 17.9 71 51.7				Green can.	
18620	Sugar Reef Buoy 5					Green can.	
18625	Napatree Point Ledge Lighted Bell Buoy 6		Fl R 4 ^s		4	Red.	
18630	Wicopesset Rock Buoy 7 Northeast of rock.					Green can.	
18635	Wicopesset Ledge Buoy 9					Green can.	
18640	Wicopesset Island Buoy 11					Green can.	
18645	Latimer Reef North Buoy N					Green and red bands; can.	
18650	Latimer Reef East Buoy E					Red and green bands; nun.	
18655	Seal Rocks Northeast Buoy S					Green and red bands; can.	
18660	Seal Rocks Buoy 13 On north side of rocks.					Green can.	

(1) No.	(2) Name and location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
CONNECTICUT - First District							
	FISHERS ISLAND SOUND (Chart 13214)	N/W					
	Main Channel						
18665	LATIMER REEF LIGHT	41 18.3 71 56.0	FI W 6 ^s	55	9	White conical tower, brown midway of height; brown cylinder. 49	BELL: 2 strokes ev 15 ^s .
18670	Youngs Rock Buoy 15 At north end of rock.					Green can.	
18675	Eel Grass Ground Southeast Buoy 16					Red nun.	
18680	East Clump Buoy 17	41 17.8 71 57.6				Green can.	
18685	Eel Grass Ground Northwest Buoy 18					Red nun.	
18690	Ram Island Reef Lighted Bell Buoy 20	41 18.2 71 58.4	FI R 4 ^s		4	Red.	
18695	Ram Island Reef Daybeacon RI On rocks.					NW on tower worded DANGER ROCKS.	
18700	Middle Clump Buoy 19					Green can.	
18705	Sweepers Ground Obstruction Buoy S					Red and green bands; nun.	
18710	Intrepid Rock Buoy IR On southeast side of rock					Red and green bands; nun.	
18715	Groton Long Point Buoy 22 On southwest end of reef.					Red nun.	
18720	Groton Long Point Buoy 24 On southwest side of 1/2 foot spot.					Red nun.	
18725	NORTH DUMPLING LIGHT	41 17.3 72 01.2	F W (R sector)	94	W 9 R 7	Square house with light tower. 60	HORN: 1 blast ev 30 ^s (3 ^s bl). Operates automatically. Red from 257° to 023°.
18730	Horseshoe Reef Buoy 26 On southwest side of reef.					Red nun.	
18735	SEAFLOWER REEF LIGHT On southwest part of reef.	41 17.7 72 02.0	FI W 4 ^s	28	7	NG on skeleton tower.	
	Stonington Harbor						
18740	- Approach Buoy 2	41 18.7 71 54.6				Red nun.	
18745	- Approach Gong Buoy 3 On southeast end of Noyes Shoal.					Green.	
18750	STONINGTON OUTER BREAKWATER LIGHT 4	41 19.0 71 54.5	FI R 4 ^s	46	5	TR on skeleton tower, small house, concrete base.	HORN: 1 blast ev 10 ^s (1 ^s bl).
18755	STONINGTON BREAKWATER LIGHT 5	41 19.5 71 54.8	FI G 4 ^s	31	5	SG on skeleton tower, concrete base.	
18760	Stonington Point Junction Buoy SP					Red and green bands; nun.	

(1) No.	(2) Name and location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
CONNECTICUT - First District							
N/W FISHERS ISLAND SOUND (Chart 13214)							
Stonington Harbor							
18765	STONINGTON INNER BREAKWATER LIGHT 8	41 19.8 71 54.6	FI R 4 ^s	27	5	TR on skeleton tower, concrete base.	
18770	- Buoy 7					Green can.	
18775	- Buoy 10 Marks end of outfall.					Red nun.	
Little Narragansett Bay							
<i>Channel buoys located 20-60 feet outside limit.</i>							
18780	Academy Rock Lighted Buoy 2 Marks west side of rock.	41 19.6 71 54.3	FI R 4 ^s		3	Red.	Removed when endangered by ice.
18785	- Entrance Buoy 4 Marks northwesterly edge of shoal.					Red nun.	
18790	- Entrance Lighted Buoy 3		FI G 4 ^s		3	Green.	Removed when endangered by ice.
18795	- Buoy 5A On south side of rock.					Green can.	
18800	- Buoy 5					Green can.	
18805	- Buoy 6					Red nun.	
18810	- Channel Buoy 7	41 19.8 71 53.3				Green can.	
18815	- Channel Lighted Buoy 9 180 feet outside channel limit.		FI G 4 ^s		3	Green.	Removed when endangered by ice.
18820	- Channel Buoy 10					Red nun.	
18825	- Channel Buoy 11					Green can.	
18830	- Channel Buoy 12					Red nun.	
18835	- Channel Lighted Buoy 13		FI G 2.5 ^s		3	Green.	Removed when endangered by ice.
18840	- Channel Buoy 14					Red nun.	
18845	- Channel Buoy 16					Red nun.	
18850	- Channel Buoy 18					Red nun.	
18855	- Channel Lighted Buoy 19 Marks south side of rock.		FI G 4 ^s		3	Green.	Removed when endangered by ice.
18860	Dennison Rock Buoy 2 Marks south side of rock.					Red nun.	
Powcatuck River							
<i>Channel buoys located 20-30 feet outside channel limit.</i>							
18865	- Buoy 1 On south edge of shoal.	41 19.4 71 51.4				Green can.	

(1) No.	(2) Name and location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
CONNECTICUT - First District							
<div>N/W</div> FISHERS ISLAND SOUND (Chart 13214)							
Pawcatuck River							
<i>Channel buoys located 20-30 feet outside channel limit.</i>							
18870	- Buoy 3 On south point of shoal.					Green can.	
18875	- Channel Buoy 4 On south point of shoal.					Red nun.	
18880	- Channel Buoy 6					Red nun.	
18885	- Channel Buoy 7					Green can.	
18890	- Channel Buoy 8					Red nun.	
18895	- Channel Buoy 10					Red nun.	
18900	- Channel Buoy 12 On west edge of rocky area.					Red nun.	
18905	- Channel Buoy 14					Red nun.	
18910	- Channel Buoy 16					Red nun.	
18915	- Channel Buoy 17					Green can.	
18920	- Channel Buoy 19					Black can.	Private aid.
18925	Thompson Cove Buoy 1					Black can.	Maintained from May 1 to Nov. 30. Private aid.
18930	Thompson Cove Buoy 3					Black can.	Maintained from May 1 to Nov. 30. Private aid.
18935	- Channel Buoy 20					Red nun.	Private aid.
18940	- Channel Buoy 22					Red nun.	Private aid.
18945	- Channel Buoy 24					Red nun.	Private aid.
18950	- Channel Buoy 24A					Red nun.	Private aid.
18955	- Channel Buoy 25					Green can.	Private aid.
18960	- Channel Buoy 26					Red nun.	Private aid.
18965	- Channel Buoy 26A					Red nun.	Private aid.
18970	- Channel Buoy 27					Green can.	Private aid.
18975	- Channel Buoy 27A					Green can.	Private aid.
18980	- Channel Buoy 28					Red nun.	Private aid.
18985	Gavitt Point Outfall Buoy	41 21.2 71 50.2				White with orange bands and diamond worded DANGER SUB PIPE.	Private aid.
Watch Hill Cove							
18990	- Channel Lighted Buoy 2	41 18.9 71 51.7	FI R 4s		3	Red.	Removed when endangered by ice.
18995	- Channel Buoy 1					Green can.	

(1) No.	(2) Name and location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
CONNECTICUT - First District							
	FISHERS ISLAND SOUND (Chart 13214)	N/W					
	Silver Eel Pond						
19825	- LIGHT 2	41 15.5 72 02.0	FI R 4 ^s	14		Dolphin.	Private aid.
LONG ISLAND SOUND (Connecticut and New York) - First District							
	LONG ISLAND SOUND (Eastern Part) (Chart 12354)						
19830	Bartlett Reef Lighted Bell Buoy 4	41 15.6 72 08.4	FI R 4 ^s		4	Red.	Removed when endangered by ice.
19835	Bartlett Reef Light On south end of reef.	41 16.5 72 08.2	FI W 5 ^s	35	12	NR on skeleton tower.	HORN: 2 blasts ev 60 ^s (3 ^s bl-3 ^s si-3 ^s bl-51 ^s si).
19840	Bartlett Reef Buoy 1A					Green can.	
19845	Plum Island Lighted Whistle Buoy PI	41 13.3 72 10.8	Mo (A) W		6	Red and white stripes with red spherical topmark.	
19850 26110	Plum Gut Lighted Bell Buoy 2PG		FI R 4 ^s		4	Red.	
19855 26105	PLUM GUT LIGHT	41 10.4 72 12.7	FI W 2.5 ^s	55	5	On brick shed.	
19860 26090	Orient Point Light	41 09.8 72 13.4	FI W 5 ^s	64	17	Black conical tower with white band in center.	HORN: 2 blasts ev 30 ^s (2 ^s bl-2 ^s si-2 ^s bl-24 ^s si). Emergency light of reduced intensity when main light is extinguished. Lighted throughout 24 hours.
19865	Hatchett Reef Buoy 6 On south end of reef.					Red nun.	
19870	Saybrook Bar Lighted Bell Buoy 8 On south point of shoal.	41 14.9 72 18.8	FI R 4 ^s		4	Red.	
19875	Long Sand Shoal East End Buoy E	41 14.6 72 19.4				Red and green bands; nun.	
19880 21160	Saybrook Breakwater Light	41 15.8 72 20.6	FI G 6 ^s	58	11	White conical tower on brown cylindrical pier. 49	HORN: 1 blast ev 30 ^s (3 ^s bl). Emergency light of reduced intensity when main light is extinguished. Lighted throughout 24 hours.
19881 21161	Saybrook Breakwater Radiobeacon	41 15.8 72 20.6	SB (... -...)		10		FREQ: 320 kHz. Antenna at light tower.
19885	Orient Shoal Buoy 3 On northeast side of shoal.	41 09.0 72 19.8				Green can.	
19895	Long Sand Shoal Lighted Bell Buoy 8A	41 13.5 72 23.1	Q R		4	Red.	
19900	Cornfield Lighted Whistle Buoy CF	41 11.3 72 22.3	Mo (A) W		6	Red and white stripes with red spherical topmark.	
19905	Long Sand Shoal West End Lighted Horn Buoy W At west point of shoal.	41 13.6 72 27.6	FI (2+1) R 6 ^s		4	Red and green bands.	HORN: 1 blast ev 30 (3 bl).

(1) No.	(2) Name and location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
LONG ISLAND SOUND (Connecticut and New York) - First District							
	LONG ISLAND SOUND (Eastern Part) (Chart 12354)	N/W					
19910	Horton Point Light	41 05.1 72 26.8	FI G 10^s	103	14	White square tower, dwelling attached.	
19911	Horton Point Radlabeacon	41 05.1 72 26.8	HP (•••• •---•)		20		FREQ: 306 kHz, III, VI. Antenna 72 yards 162° from Light tower.
19915	<i>Sixmile Reef Lighted Bell Buoy 8C</i> At southerly edge of reef.		FI R 4^s		4	Red.	
19920	<i>Twenty-Eight Foot Shoal Lighted Buoy TE</i>	41 09.3 72 30.4	FI (2+1) R 6^s		4	Red and green bands.	
19925	<i>Kimberly Reef Lighted Horn Buoy KR</i>	41 12.8 72 37.4	FI (2+1) R 6^s		4	Red and green bands.	HORN: 1 blast ev 30 ^s (3 ^s bl).
19930	Falkner Island Light	41 12.7 72 39.2	FI W 10^s	94	13	White octagonal tower. 46	
19935	Goose Island Lighted Bell Buoy 10GI Off south end of shoal.	41 12.1 72 40.5	FI R 4^s		4	Red.	
19940	SACHEM HEAD BREAKWATER LIGHT On rock.	41 14.8 72 42.7	FI R 3^s			Pile.	Maintained from June 1 to Oct. 1. Private aid.
19945	BRANFORD REEF LIGHT	41 13.3 72 48.4	FI W 6^s	30	7	NR on skeleton tower.	
19950	<i>Townsend Ledge Lighted Bell Buoy 10A</i> Off south edge of ledge.		FI R 4^s		4	Red.	
19955	<i>New Haven Dumping Ground Lighted Buoy SP</i>	41 09.0 72 53.2	FI Y 4^s		5	Yellow.	
19960	<i>CLIS Dumping Ground Lighted Buoy CDA</i>	41 09.3 72 53.4	FI Y 4^s		5	Yellow.	Maintained from June 1 to Oct. 1. Private aid.
19965 22425	<i>New Haven Harbor Lighted Whistle Buoy NH</i>	41 12.1 72 53.8	Mo (A) W		6	Red and white stripes with red spherical topmark.	
19970 22470	Southwest Ledge Light	41 14.1 72 54.7	FI R 5^s	57	13	White octagonal house on brown cylindrical pier.	HORN: 1 blast ev 15 ^s (2 ^s bl). Emergency light of reduced intensity when main light is extinguished.
19975 22485	NEW HAVEN LIGHT	41 13.3 72 56.6	FI W 4^s	35	7	NG on pipe tower.	
19980	Pond Point Shoal Buoy 12 On south point of shoal.					Red nun.	
19985	<i>Charles Island Lighted Bell Buoy 16</i> South point of shoal.	41 11.0 73 03.1	FI R 4^s		5	Red.	
19990	Stratford Point Light	41 09.1 73 06.2	FI (2) W 20^s	52	16	White conical tower, brown band midway of height.	HORN: 2 blasts ev 30 ^s (2 ^s bl-2 ^s si-2 ^s bl-24 ^s si). Emergency light (FI W 6 ^s) of reduced intensity when main light is extinguished.

(1) No.	(2) Name and location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
LONG ISLAND SOUND (Connecticut and New York) - First District							
N/W LONG ISLAND SOUND (Eastern Part) (Chart 12354)							
19991	Stratford Point Radiobeacon	41 09.1 73 06.2	SP (... ----)		20		FREQ: 316 kHz, III, VI. Antenna 150 feet, 010° from light tower.
19995	Stratford Point Buoy 20 On south side of Point No Point Shoal.	41 07.8 73 07.5				Red nun.	
20000	<i>Stratford Point Lighted Bell Buoy 18</i>		FI R 6^s		4	Red.	Removed when endangered by ice.
Stratford Shoal							
20005	- Buoy 1	41 04.2 73 05.2				Green can.	
20010	- Buoy 3 Off north point of shoal.					Green can.	
20015	- (Middle Ground) Light	41 03.6 73 06.1	FI W 5^s	60	13	Gray, granite octagonal tower projection from house on pier.	HORN: 1 blast ev 15 ^s (2 ^s bl).
20020	- <i>Middle Ground Lighted Bell Buoy 2</i> South of shoal.		FI R 4^s		4	Red.	
20025	Mount Misery Shoal Buoy 11 On northeast point of shoal.					Green can.	
LONG ISLAND SOUND (Western Port) (Chart 12363)							
20030	Old Field Point Light	40 58.6 73 07.1	AI R G 24^s R fl 12 ^s ec G fl 12 ^s ec	74	14	Black skeleton tower adjacent to old tower.	
20031	Old Field Point Radiobeacon	40 58.6 73 07.1	OP (--- ----)		20		FREQ: 316 kHz, II, V.
20035	Old Field Point Gong Buoy 11A Off north point of shoal.					Green.	
20040	Penfield Reef Light		FI R 6^s	51	18	White tower on granite dwelling on pier.	HORN: 1 blast ev 15 ^s (2 ^s bl). Emergency light of reduced intensity when main light is extinguished. Lighted throughout 24 hours.
20045	<i>Pine Creek Point Lighted Bell Buoy 22</i> On south point of shoal.		FI R 4^s		4	Red.	
20050	<i>Cockenoe Island Shoal Lighted Bell Buoy 24</i> Southeast of shoal.	41 04.5 73 19.8	FI R 2.5^s		4	Red.	Removed when endangered by ice.
20055	<i>Norwalk Islands Lighted Bell Buoy 26</i> Off southeast end of shoal.	41 03.7 73 22.0	FI R 4^s		4	Red.	Removed when endangered by ice.
20060	<i>Eatons Neck Point Lighted Gong Buoy 11B</i> On north end of shoal.		FI G 4^s		5	Green.	Replaced by smaller LIB when endangered by ice.
20065	Eatons Neck Lump Buoy E On east side of shoal.					Green and red bands; can.	

(1) No.	(2) Name and location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
LONG ISLAND SOUND (Connecticut and New York) - First District							
N/W LONG ISLAND SOUND (Western Part) (Chart 12363)							
20250	Stepping Stones Light On outer end of reef.	40 49.5 73 46.5	F G	46	11	Red brick on granite pier; white band on southwest face of pier.	HORN: 1 blast ev 15 ^s (2 ^s bl). Emergency light of reduced intensity when main light is extinguished. Lighted throughout 24 hours.
20255	Locust Point Buoy 46A					Red nun.	
20260	<i>Throgs Neck Lighted Bell</i> <i>Buoy 48</i> Marks southern end of shoal.		Fl R 4^s		4	Red.	
20265	Throgs Neck Light	40 48.3 73 47.5	F R	60	11	NB on tower.	
WATCH HILL TO NEW HAVEN HARBOR (Chart 12372)							
North Channel (Saybrook to New Haven)							
20275	Hatchett Reef Buoy 1 On northeast point of reef.	41 16.2 72 15.7				Green can.	
20280	<i>Cornfield Point Shoal</i> <i>Lighted Bell Buoy 2</i> South of shoal.	41 15.0 72 23.1	Fl R 4^s		4	Red.	
20285	Hen and Chickens Buoy On southeast edge of shoal.					White can with orange bands and diamond worded ROCKS.	
Old Saybrook Rock							
20290	- Regulatory Buoy A	41 15.7 72 24.1				White can with orange bands and diamond worded ROCKS.	Private aid.
20295	- Regulatory Buoy B					White can with orange bands and diamond worded ROCKS.	Private aid.
20300	- Regulatory Buoy C					White can with orange bands and diamond worded ROCKS.	Private aid.
20305	- Regulatory Buoy D					White can with orange bands and diamond worded ROCKS.	Private aid.
North Channel (Saybrook to New Haven)							
20310	INDIAN TOWN EAST BREAKWATER LIGHT		Fl W 2^s	28		On pile.	Maintained from Apr. 15 to Nov. 15. Private aid.
20315	Crane Reef Buoy 4 On south side of reef.					Red nun.	
20320	Duck Island Reef Buoy 6 On south end of reef.					Red nun.	
20325	Stone Island Reef Buoy 8 On south side of reef.					Red nun.	
20330	Hammonasset Point Reef Buoy 10 On southwest side of shoal.					Red nun.	

(1) No.	(2) Name and location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
LONG ISLAND SOUND (Connecticut and New York) - First District							
N/W WATCH HILL TO NEW HAVEN HARBOR (Chart 12372)							
North Channel (Saybrook to New Haven)							
20335	Charles Reef Buoy 14 Off south end of reef.					Red nun.	
20340	<i>Falkner Island Reef</i> <i>Lighted Gong</i> <i>Buoy 15</i> North of shoal.		FI G 4^s		4	Green.	
20345	Indian Reef Southwest Buoy 16 On south side of shoal.					Red nun.	
20350	Chimney Corner Reef Buoy 20 South side of reef.					Red nun.	
20355	JOSHUA POINT LIGHT		Iso W 6^s	10		Gray cement base.	Visible from 345.5° to 054° with higher intensity beam toward sound. Maintained from June 1 to to Oct. 15. Private aid.
20360	<i>Goose Rocks Shoal</i> <i>Lighted Bell Buoy 22</i> Marks southwest end of shoal.		FI R 4^s		4	Red.	
20365	<i>Browns Reef Lighted Bell</i> <i>Buoy 26</i> South of reefs.		FI R 4^s		5	Red.	
20370	<i>Negro Heads Lighted</i> <i>Buoy 28</i> On south end of reef.		FI R 4^s		4	Red.	Replaced by nun when endangered by ice.
20375	Five Foot Rock Buoy 32 On southwest side of rock.					Red nun.	
20380	<i>Cow and Calf Lighted</i> <i>Bell Buoy 34</i>	41 14.3 72 50.5	FI R 2.5^s		4	Red.	
20385	Round Rock Buoy 36 On south side of shoal.					Red nun.	
SHELTER ISLAND SOUND AND PECONIC BAYS (Chart 12358)							
South Side							
Mattituck Inlet							
20390	- Buoy 1					Green can.	
20395	- Gong Buoy 3A					Green.	
LONG ISLAND SOUND (Eastern Part) (Chart 12354)							
South Side							
Mattituck Inlet							
20400	- BREAKWATER LIGHT MI	41 00.9 72 33.7	FI W 4^s	25	6	NR on skeleton tower.	
20405	- Buoy 2					Red nun.	

(1) No.	(2) Name and location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
LONG ISLAND SOUND (Connecticut and New York) - First District							
	N/W LONG ISLAND SOUND (Eastern Port) (Chart 12354)						
	South Side						
	Mattituck Inlet						
20410	- Buoy 3					Green can.	
	Mattituck Creek						
20415	- Buoy 1					Green can.	Maintained from May 1 to Oct. 31. Private aid.
20420	- Buoy 3					Green can.	Maintained from May 1 to Oct. 31. Private aid.
20425	- Buoy 5					Green can.	Maintained from May 1 to Oct. 31. Private aid.
	Jacobs Point						
20430	- PLATFORM LIGHTS (4)	41 00.0 72 38.8	Q W	25		On platform.	HORN: 1 blast ev 20 ^s (2 ^s bl). Lights flash in unison. Private aids.
20435	- Rock Buoy 3					Black can.	Private aid.
20440	- Shoal Buoy 5					Black can.	Private aid.
20442	- Aquaculture Lighted Buoys (4)		FI W 2^s			White with orange bands worded LONG LINE.	Private aid.
20445	Roanoke Point Shoal Buoy 5 On northwest side of shoal.	41 00.2 72 42.3				Green can.	
	South Side (Mattituck to Mt. Sinai)						
20450	Herod Point Shoal Buoy 7 On north point of shoal.					Green can.	
20455	Rocky Point Buoy 9 On north end of shoal.					Green can.	

LONG ISLAND SOUND (Connecticut) - First District							
APPROACHES TO NEW LONDON HARBOR (Chart 13212)							
	Pine Island Channel						
20460	Vixen Ledge Buoy VL Marks south side of ledge.	41 18.4 72 02.9				Red and green bands; nun.	
20465	Pine Island Channel Lighted Bell Buoy 2 On southwest point of shoal.		FI R 4^s		4	Red.	
20470	Pine Island Channel Buoy 3 On north side of reef.					Green can.	
20475	Pine Island Lighted Buoy 1 On southern tip of shoal.	41 18.9 72 03.7	FI G 4^s		3	Green.	Removed when endangered by ice.

(1) No.	(2) Name and location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
LONG ISLAND SOUND (Connecticut) - First District							
N/W							
APPROACHES TO NEW LONDON HARBOR (Chart 13212)							
Pine Island Channel							
20477	Pine Island Channel Avery Point Breakwater Light 1A Marks end of breakwater.	41 18.9 72 03.6	Q G			SG on spindle.	Private aid.
20480	Pine Island Buoy 2 On northern tip of shoal.					Red nun.	
West Approach							
20485	Little Goshen Reef Buoy 3 On south point of shoal.	41 17.3 72 06.7				Green can.	
20490	Goshen Ledge Buoy 5 On south end of ledge.					Green can.	
20495	Rapid Rock Buoy R On southeast side of rock					Green and red bands; can.	
20500	Cormorant Rock Ledge Buoy 7 On point of ledge east of rock.					Green can.	
20505	Sarah Ledge Buoy SL					Green and red bands; can.	
20510	Dumping Ground Lighted Buoy NL	41 15.8 72 05.0	FI Y 2.5^s		5	Yellow.	
NEW LONDON HARBOR AND VICINITY (Chart 13213)							
New London Harbor							
20515	- Channel Lighted Buoy 2	41 17.6 72 04.7	FI R 2.5^s		4	Red.	
20520	- Channel Lighted Buoy 1	41 17.6 72 04.8	FI G 2.5^s		4	Green.	
20525	- Channel Lighted Buoy 3		FI G 4^s		4	Green.	
20530	- Channel Buoy 4	41 18.5 72 04.8				Red nun.	
20535	Black Ledge Buoy 2					Red nun.	
20540	Black Ledge Buoy 4					Red nun.	
20545	Black Ledge Buoy 6					Red nun.	
20550	New London Ledge Light On west side of Southwest Ledge.	41 18.3 72 04.7	FI (3) W R 30^s 0.3 ^s W fl 4.7 ^s ec 0.3 ^s W fl 4.7 ^s ec 0.3 ^s W fl 9.7 ^s ec 0.3 ^s R fl 9.7 ^s ec	58 W 17 R 14		Red brick dwelling on square pier.	HORN: 2 blast ev 20 ^s (2 ^s bl-2 ^s si-2 ^s bl-14 ^s si). Emergency light of reduced intensity when main light is extinguished. Lighted throughout 24 hours.
20555	New London Dumping Ground Lighted Buoy NDA	41 16.4 72 04.3	FI Y 4^s			Yellow.	Maintained from Oct. 1 to June 1. Private aid.
20556	New London Research Lighted Buoy (ODAS)	41 15.8 72 04.0	FI Y 4^s			Yellow.	Private aid.
20560	Frank Ledge Buoy F On north side of ledge.					Green and red bands; can.	

(1) No.	(2) Name and location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
LONG ISLAND SOUND (Connecticut) - First District							
N/W NEW LONDON HARBOR AND VICINITY (Chart 13213)							
New London Harbor							
20565	- Light	41 19.0 72 05.4	Iso W 6 ^s (R sector)	89	W 17 R 14	White octagonal pyramidal tower.	Red from 000° to 041°. Covers Sarah Ledge and shoals westward.
20570	- Channel Lighted Buoy 5		Fl G 2.5 ^s		4	Green.	
20575	- Channel Lighted Buoy 6		Fl R 2.5 ^s		4	Red.	
20580	- LOWER WHARF LIGHT	41 20.1 72 04.9	Fl R 15 ^s	15		Pile.	Private aid.
20585	- UPPER WHARF LIGHT		Fl R 15 ^s	15		Pile.	Private aid.
20587	Groton Outfall Lighted Buoy	41 20.2 72 04.9	Iso (2) W			White with orange bands.	Private aid.
20590	- Channel Lighted Buoy 7	41 20.3 72 05.1	Fl G 6 ^s		5	Green.	
20595	- Channel Buoy 8					Red nun.	
20600	Powder Island Buoy 1 On north side of Melton Ledge.					Green can.	
20605	Fort Trumbull Outfall Buoy	41 20.5 72 05.2				White can with orange bands and diamond worded OUTFALL.	Private aid.
20610	GRAVING DOCK SOUTH LIGHT		Q R	22			Private aid.
20615	GRAVING DOCK CENTER LIGHT		Q R	22			Private aid.
20620	GRAVING DOCK NORTH LIGHT		Q R	22			Private aid.
20625	GRAVING DOCK 3 SOUTH LIGHT		Q R	18			Private aid.
20630	GRAVING DOCK 3 NORTH LIGHT		Q R	18			Private aid.
20635	- Buoy 9					Green can.	
20640	- Buoy 11					Green can.	
20645	- Channel Lighted Buoy 13	41 21.1 72 05.2	Fl G 4 ^s		4	Green.	
20650	- Buoy 14					Red nun.	
20655	STATE PIER LIGHT		Iso G 6 ^s	10		Mooring island.	Private aid.
20660	- Buoy 15					Green can.	
20665	- RANGE FRONT LIGHT	41 21.8 72 05.3	Iso R 6 ^s	36		On southeast bridge abutment of railroad bridge.	Light obscured from 040° to 310° with higher intensity beam on channel line.
20670	- RANGE REAR LIGHT 3,814 yards, 354° from front light.		F G	80		Guyed tower.	Visible on rangeline only. Note: Does not mark center of channel at far end of range.

(1) No.	(2) Name and location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
LONG ISLAND SOUND (Connecticut) - First District							
N/W NEW LONDON HARBOR AND VICINITY (Chart 13213)							
Upper Thames River							
<i>Channel buoys located 30 feet outside channel limit.</i>							
20860	INDIAN HILL LIGHT 29		FI G 4 ^s	9	4	SG on skeleton tower on concrete base.	
20865	PRIDE PIER LIGHT 30		FI R 4 ^s	20	4	TR on pile.	
20870	- Channel Buoy 31					Green can.	
20875	BURNT HOUSE PIER LIGHT 32	41 29.7 72 04.8	FI R 2.5 ^s	16	4	TR on pile.	
20880	PERCHE ROCK LIGHT 33 On rock.	41 29.8 72 05.0	FI G 4 ^s	16	4	SG on pile.	
20885	- Channel Buoy 34					Red nun.	
20890	- Channel Buoy 35					Green can.	
20895	SAND PIER LIGHT 37		FI G 2.5 ^s	16	4	SG on pile.	
20900	- Channel Buoy 38					Red nun.	
20905	LOWER COAL DOCK LIGHT 40		FI R 4 ^s	15	3	TR on skeleton tower on concrete base.	
20910	- Channel Buoy 41	41 30.7 72 04.8				Green can.	
20915	- Channel Buoy 43					Green can.	
NIANTIC BAY AND VICINITY (Chart 13211)							
20920	Bartlett Reef North End Buoy 1	41 17.8 72 08.5				Green can.	
20925	Two Tree Island Shoal Buoy 3					Green can.	
20930	Flat Rock Buoy 2 On southwest side of rock					Red nun.	
20935	High Rock Buoy H					Green and red bands; can.	
20940	White Rock Lighted Bell Buoy 4		FI R 4 ^s		4	Red.	
20945	Threefoot Rock Buoy 5 On east side of rock.					Green can.	
20950	Black Rock Buoy 6 On west side of rock.					Red nun.	
20955	CRESCENT PARK BREAKWATER LIGHT		FI W 6 ^s	8		On pile.	Maintained from Apr. 15 to Nov. 15. Private aid.
20960	Crescent Beach Daybeacon					NW on pile.	Private aid.
20965	Wigwam Rock Danger Buoy					White with orange bands worded ROCKS.	Removed when endangered by ice.
Niantic River							
<i>The position of buoys frequently shifted with changing conditions.</i>							
20970	- Channel Daybeacon 1					SG on pile.	

(1) No.	(2) Name and location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
LONG ISLAND SOUND (Connecticut) - First District							
N/W NIANTIC BAY AND VICINITY (Chart 13211)							
Niantic River							
<i>The position of buoys frequently shifted with changing conditions.</i>							
20975	- Channel Buoy 3					Green can.	
20980	- Channel Buoy 4					Red nun.	
20985	- Channel Buoy 6					Red nun.	Removed when endangered by ice.
20990	- Channel Daybeacon 7					SG on pile.	
20995	- Channel Daybeacon 8					TR on pile.	
21005	- Channel Buoy 10					Red nun.	Removed when endangered by ice.
21010	- Channel Buoy 11					Green can.	Removed when endangered by ice.
21015	- Channel Buoy 12					Red nun.	
21020	- Channel Daybeacon 13					SG on pile.	
21025	- Channel Daybeacon 14					TR on pile.	
21030	- Channel Buoy 15					Green can.	Removed when endangered by ice.
21035	- Channel Buoy 16					Red nun.	Removed when endangered by ice.
21040	- Channel Daybeacon 17					SG on pile.	
21045	- Channel Buoy 18					Red nun.	Removed when endangered by ice.
21050	- Channel Buoy 19					Green can.	Removed when endangered by ice.
21055	- Channel Buoy 21					Green can.	Removed when endangered by ice.
21060	- Channel Buoy 21A					Green can.	Removed when endangered by ice.
21065	- Channel Buoy 22					Red nun.	Removed when endangered by ice.
21070	- Channel Buoy 22A					Red nun.	Removed when endangered by ice.
21075	- Channel Buoy 23					Green can.	Removed when endangered by ice.
21080	- Channel Daybeacon 24					TR on pile.	
21085	- Channel Buoy 25					Green can.	Removed when endangered by ice.
21090	- Channel Buoy 26					Red nun.	Removed when endangered by ice.
21095	- Channel Daybeacon 27					SG on pile.	
21100	- Channel Daybeacon 28					TR on pile.	
21105	- Channel Buoy 29					Green can.	Removed when endangered by ice.

(1) No.	(2) Name and location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
LONG ISLAND SOUND (Connecticut) - First District							
N/W NIANTIC BAY AND VICINITY (Chart 13211)							
Niantic River							
<i>The position of buoys frequently shifted with changing conditions.</i>							
21110	- Channel Buoy 30					Red nun.	Removed when endangered by ice.
Smith Cove							
21115	- Daybeacon 1	41 20.3 72 11.1				SB on pile.	Private aid.
21120	- Daybeacon 2					TR on pile.	Private aid.
21125	- Daybeacon 4					TR on pile.	Private aid.
21130	- Daybeacon 6					TR on pile.	Private aid.
21135	- Daybeacon 8					TR on pile.	Private aid.
21140	- Daybeacon 9					SB on pile.	Private aid.
Pattaganset River							
21145	Blackboys Rocks Buoy 2 Marks southside of rock.					Red nun.	
21150	Long Rock Buoy 4 Marks southwest side of rocky shoal.					Red nun.	
21155	Seal Rock Buoy 5 Marks south end of rock.					Green can.	
CONNECTICUT RIVER - LONG ISLAND SOUND TO DEEP RIVER (Chart 12375)							
Connecticut River							
21160 19880	Saybrook Breakwater Light	41 15.8 72 20.6	Fl G 6 ^s	58	11	White conical tower on brown cylindrical pier. 49	HORN: 1 blast ev 30 ^s (3 ^s bl) Emergency light of reduced intensity when main light is extinguished. Lighted throughout 24 hours.
21161 19881	Saybrook Breakwater Radiabeacon	41 15.8 72 20.6	SB (... ..)		10		FREQ: 320 kHz. Antenna at light tower.
21165	- Buoy 2	41 15.8 72 20.5				Red nun.	
21170	Saybrook Daybeacon	41 16.1 72 20.3				White globe on granite structure.	
21175	- Buoy 4					Red nun.	
21180	Lynde Point Light	41 16.3 72 20.6	F W	71	14	White stone tower.	
21185	- Lighted Buoy 5		Fl G 4 ^s		3	Green.	Replaced by can when endangered by ice.
21190	- Buoy 6 Marks west edge of shoal					Red nun.	
21195	- Buoy 7 Marks east edge of shoal					Green can.	

(1) No	(2) Name and location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
LONG ISLAND SOUND (Connecticut) - First District							
N/W BODKIN ROCK TO HARTFORD (Chart 12377)							
Connecticut River							
22015	NORTH OIL DOCK LIGHT	41 44.3 72 38.5	F R	26		On pile	Private aid.
22020	- LIGHT 142		FI R 4 ^s	34	4	TR on skeleton tower.	
22025	HARTFORD JETTY LIGHT 143		FI G 4 ^s	34	4	SG on skeleton tower.	
22029	Salt Island Rock Buoy	41 16.5 72 26.4				White with orange band; can.	Maintained from Apr. 1 to Nov. 30. Private aid.
22030	Westbrook Harbor Buoy Marks south side of Lobster Rock	41 16.1 72 26.5				Red and green bands; nun.	
22031	West Beach Shoal Buoy	41 16.3 72 27.2				White with orange band; can.	Maintained from Apr. 1 to Nov. 30. Private aid.
22032	Menunketesuck Island Shoal Buoy	41 15.6 72 27.6				White with orange band; can.	Maintained from Apr. 1 to Nov. 30. Private aid.
22034	Menunketesuck Island Rock Buoy	41 15.7 72 28.0				White with orange band; can.	Maintained from Apr. 1 to Nov. 30. Private aid.
DUCK ISLAND TO MADISON REEF (Chart 12374)							
Duck Island Roads							
22035	DUCK ISLAND NORTH BREAKWATER LIGHT	41 15.6 72 28.5	FI W 4 ^s	22	7	NR on skeleton tower.	
22040	DUCK ISLAND WEST BREAKWATER LIGHT 2DI	41 15.4 72 29.1	FI R 4 ^s	25	5	TR on skeleton tower.	
Patchogue River							
22045	- BREAKWATER LIGHT 3A	41 16.1 72 28.5	FI G 4 ^s	21	4	SG on skeleton tower.	
22050	- Channel Lighted Buoy 2	41 15.9 72 28.4	FI R 4 ^s		4	Red.	Removed when endangered by ice.
22055	- Channel Buoy 3	41 16.0 72 28.4				Green can.	
22060	- Channel Buoy 4	41 16.1 72 28.4				Red nun.	
22065	- Channel Buoy 5					Black can.	Private aid.
22066	Menunketesuck River Junction Buoy M					Green and red bands; can.	Maintained from Apr. 1 to Nov. 30. Private aid.
22070	- Channel Buoy 6					Red nun.	Private aid.
22075	- Channel Daybeacon 7					SG on pile.	Private aid.
22080	- Channel Daybeacon 8					TR on pile.	Private aid.
22085	- Channel Daybeacon 10					TR on pile.	Private aid.
22090	KELSEY POINT BREAKWATER LIGHT	41 14.6 72 30.5	FI W 2.5 ^s	33	7	NG on skeleton tower.	

(1) No.	(2) Name and location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
LONG ISLAND SOUND (Connecticut) - First District							
N/W DUCK ISLAND TO MADISON REEF (Chart 12374)							
Clinton Harbor							
22095	- Rock Buoy C West of rock.					White nun with orange bands worded ROCKS.	
22100	- Lighted Buoy 3		FI G 4s		4	Green.	Removed when endangered by ice.
22105	- Radiobeacon	41 16.0 72 31.2	CL (-...-...)		20		FREQ: 306 kHz, I, IV.
Channel buoys located 20 feet outside channel limit.							
22110	- Channel Buoy 6					Red nun.	
22115	- Channel Buoy 7					Green can.	
22120	- Channel Buoy 8	41 15.8 72 31.5				Red nun.	
22125	- Channel Buoy 9					Green can.	
22130	- Channel Buoy 11					Green can.	
22135	- Channel Buoy 11A					Green can.	
22140	- Channel Buoy 12					Red nun.	Maintained from May 1 to Dec. 1. Private aid.
22145	- Channel Buoy 13					Green can.	Maintained from May 1 to Dec. 1. Private aid.
22150	- Channel Buoy 14					Red nun.	Maintained from May 1 to Dec. 1. Private aid.
22155	- Channel Buoy 16					Red nun.	Maintained from May 1 to Dec. 1. Private aid.
Hammonasset River							
22156	- Daybeacon 1H	41 16.0 72 32.1				SG on pile.	Private aid.
22156.1	- Daybeacon 2H					TR on pile.	Private aid.
22156.2	- Daybeacon 3H					SG on pile.	Private aid.
22156.3	- Daybeacon 4H					TR on pile.	Private aid.
22156.4	- Daybeacon 5H					SG on pile.	Private aid.
22156.5	- Daybeacon 6H					TR on pile.	Private aid.
22156.6	- Daybeacon 8H					TR on pile.	Private aid.
22156.7	- Daybeacon 9H					SG on pile.	Private aid.
22156.8	- Daybeacon 10H					TR on pile.	Private aid.
22156.9	- Daybeacon 11H					SG on pile.	Private aid.
22157	- Daybeacon 12H					TR on pile.	Private aid.
22157.1	- Daybeacon 13H					SG on pile.	Private aid.

(1) No.	(2) Name and location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
LONG ISLAND SOUND (Connecticut) - First District							
N/W DUCK ISLAND TO MADISON REEF (Chart 12374)							
Hammonasset River							
22157.2	- Daybeacon 14H					TR on pile.	Private aid.
22157.3	- Daybeacon 15H					SG on pile.	Private aid.
22157.4	- Daybeacon 16H					TR on pile.	Private aid.
22157.5	- Daybeacon 17H					SG on pile.	Private aid.
22157.6	- Daybeacon 18H					TR on pile.	Private aid.
22157.7	- Daybeacon 19H					SG on pile.	Private aid.
22157.8	- Daybeacon 21H					SG on pile.	Private aid.
22157.9	- Daybeacon 22H					TR on pile.	Private aid.
22158	- Daybeacon 23H					SG on pile.	Private aid.
22158.1	- Daybeacon 24H					TR on pile.	Private aid.
22158.2	- Daybeacon 25H					SG on pile.	Private aid.
22158.3	- Daybeacon 26H					TR on pile.	Private aid.
22158.4	- Daybeacon 27H					SG on pile.	Private aid.
22158.5	- Daybeacon 28H					TR on pile.	Private aid.
22158.6	- Daybeacon 29H					SG on pile.	Private aid.
22158.7	- Daybeacon 30H					TR on pile.	Private aid.
22158.8	- Daybeacon 31H					SG on pile.	Private aid.
22158.9	- Daybeacon 32H					TR on pile.	Private aid.
22159	- Daybeacon 33H					SG on pile.	Private aid.
22159.1	- Daybeacon 34H					TR on pile.	Private aid.
22159.2	- Daybeacon 35H					SG on pile.	Private aid.
22159.3	- Daybeacon 36H					TR on pile.	Private aid.
22159.4	- Daybeacon 37H					SG on pile.	Private aid.
22159.5	- Daybeacon 38H					TR on pile.	Private aid.
22159.6	- Daybeacon 39H					SG on pile.	Private aid.
22159.7	- Daybeacon 40H					TR on pile.	Private aid.
22159.8	- Daybeacon HR	41 15.9 72 32.8				Square daymark, green and red bands.	Private aid.
GUILFORD HARBOR TO FARM RIVER (Chart 12373)							
Guilford Harbor							
22160	- Lighted Bell Buoy 4	41 15.0 72 39.2	FI R 4s		4	Red.	Replaced by nun when endangered by ice.
22165	Indian Reef Buoy 1 South of reef.	41 14.6 72 40.5				Green can.	
22170	- Buoy 3 On southeast side of Netties Reef.					Green can.	

(1) No.	(2) Name and location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
LONG ISLAND SOUND (Connecticut) - First District							
N/W GUILFORD HARBOR TO FARM RIVER (Chart 12373)							
Guilford Harbor							
22175	- Buoy 5 On east end of reef.					Green can.	
22180	- Channel Lighted Buoy 7		Fl G 4^s		3	Green.	Removed when endangered by ice.
22185	- Channel Buoy 9					Green can.	
22190	- Channel Buoy 10					Red nun.	
22195	- Channel Buoy 11					Green can.	
22200	- Channel Buoy 12					Red nun.	
22205	- Channel Buoy 13					Green can.	
22210	- Channel Buoy 14					Red nun.	
West River Entrance							
22211	- Buoy 1W	41 15.4 72 39.9				Green can.	Private aid.
22211.5	- Buoy 2W	41 15.4 72 39.9				Red nun.	Private aid.
22212	- Buoy 3					Green can.	Private aid.
22212.5	- Buoy 4					Red nun.	Private aid.
22213	- Buoy 5					Green can.	Private aid.
22213.5	- Buoy 6					Red nun.	Private aid.
22214	- Buoy 7					Green can.	Private aid.
22214.5	- Buoy 8					Red nun.	Private aid.
22214.6	WEST RIVER RANGE FRONT LIGHT	41 16.1 72 40.7	Q W	16		KRW on pole.	Visible on rangeline only. Private aid.
22214.7	WEST RIVER RANGE REAR LIGHT 215 yards, 321.3° from front light.		Fl W 6^s	30		KRW on pile.	Visible on rangeline only. Private aid.
The Thimbles							
Thimble Shoals							
22215	- Buoy 4 At southwest edge of rocky shoal.					Red nun.	
22220	- Buoy 6					Red nun.	
22225	- Buoy 8					Red nun.	
22230	- Buoy 10					Red nun.	
22235	- Buoy 11 On east side of shoal.					Green can.	
Stony Creek							
22240	- Buoy 1	41 15.6 72 45.7				Green can.	

(1) No.	(2) Name and location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
LONG ISLAND SOUND (Connecticut) - First District							
	N/W GUILFORD HARBOR TO FARM RIVER (Chart 12373)						
	The Thimbles						
	Stony Creek						
22245	- Buoy 3					Green can.	
22250	- Buoy 4					Red nun.	
22260	- Buoy 5	41 15.9 72 45.2				Green can.	
	The Thimbles						
22270	Commander Rocks Buoy 2CR Marks southwest end of rocks.					Red nun.	
22275	High Island East Shoal Buoy 1 South of shoal.					Green can.	
22280	East Reef Buoy 1 Marks east side of reef.	41 13.9 72 45.8				Green can.	
22285	Wheaton Reef Buoy 3 On north side of reef.					Green can.	
22290	Inner Reef North Buoy 5 Marks northeast side of rock.	41 14.5 72 46.1				Green can.	
22295	Gangway Rock Buoy 1 Marks southeast side of rock.					Green can.	
22300	Northwest Reef Buoy 2NW Marks southwest side of reef.					Red nun.	
22305	Hookers Rock Buoy 3 Southeast side of rock.					Green can.	
22310	Inner Reef South Buoy 4 Marks southwest end of reef.					Red nun.	
22315	Pine Orchard Approach Lighted Buoy 4A Southeast of Hookers Rock.		FI R 4 ^s		4	Red.	Replaced by nun when endangered by ice.
22320	Pork Rocks Buoy 5 East of rocks.					Green can.	
22325	Dick Rocks Buoy 6 West of rocks.					Red nun.	
22330	Pine Orchard Approach Lighted Buoy 8 Marks southwest edge of rocks.	41 15.3 72 46.2	FI R 4 ^s		4	Red.	Removed when endangered by ice.
	Duck Island Roads						
22342	JUNIPER POINT OBSTRUCTION LIGHTS (3)	41 15.8 72 46.0	Q Y	11		On dolphins.	Private aids.

(1) No.	(2) Name and location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
LONG ISLAND SOUND (Connecticut) - First District							
N/W							
GUILFORD HARBOR TO FARM RIVER (Chart 12373)							
Duck Island Roads							
22345	QUARRY RANGE FRONT LIGHT	41 15.9 72 46.0	F R	20		Daymark consists of white arrows, vertically arranged.	Private aid.
22350	QUARRY RANGE MIDDLE LIGHT 40 yards, 028° from front light.		F R	27		Daymark consists of white arrows, vertically arranged.	Private aid.
22355	Quarry Range Rear Daybeacon					White diamond daymark with red center ball on skeleton structure.	Private aid.
Branford Harbor							
22360	Blyn Rock Lighted Buoy 2 On south side of rock.	41 14.8 72 49.9	FI R 4s		3	Red.	Removed when endangered by ice.
22365	Bird Rock Buoy 4 On west side of reef.					Red nun.	
22370	Lovers Island Rock Buoy 5 East of rock.					Green can.	
22375	Little Mermaid Rock Buoy 6 West of rock.					Red nun.	
22380	BIG MERMAID LIGHT 7	41 15.4 72 49.7	FI G 4s	28	5	SG on skeleton tower.	Higher intensity beam up and down channel.
Farm River							
22385	- Approach Buoy 1					Green can.	
22390	- Approach Buoy 2					Red nun.	
NEW HAVEN HARBOR (Chart 12371)							
New Haven Harbor							
22395	- East Entrance Buoy 1 On northeast side of shoal.	41 14.2 72 53.7				Green can.	
22400	- East Entrance Buoy 2 On southwest side of shoal.					Red nun.	
22405	- East Entrance Buoy 4 On southwest side of shoal.					Red nun.	
22410	- East Entrance Buoy 5 On northeast end of Old Head Reef.					Green can.	
22415	Adams Fall Buoy A On southwest side of shoal.					Red and green bands; nun.	
22420	- East Entrance Channel Buoy 6 On southwest end of Lighthouse Point Shoal.					Red nun.	
22425 19965	- Lighted Whistle Buoy NH	41 12.1 72 53.8	Mo (A) W		6	Red and white stripes with red spherical topmark.	

(1) No.	(2) Name and location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
LONG ISLAND SOUND (Connecticut) - First District							
N/W NEW HAVEN HARBOR (Chart 12371)							
New Haven Harbor							
22430	- OUTER CHANNEL RANGE FRONT LIGHT	41 15.7 72 56.1	F G	35		White skeleton tower with concrete base.	Higher intensity on rangeline.
22435	- OUTER CHANNEL RANGE REAR LIGHT 800 yards, 333.6° from front light.		F G	65		White skeleton tower with concrete base.	Higher intensity on rangeline.
22440	- Channel Lighted Gong Buoy 1		FI G 2.5^s		4	Green.	
22445	- Buoy 2					Red nun.	
22450	- Buoy 3					Green can.	
22455	- Channel Lighted Buoy 4	41 13.7 70 54.7	FI R 4^s		4	Red.	
22460	- Channel Lighted Bell Buoy 6		FI R 2.5^s		4	Red.	Replaced by LIB of reduced intensity when endangered by ice.
22465	- Channel Lighted Buoy 7		FI G 2.5^s		4	Green.	Replaced by smaller LIB of reduced intensity when endangered by ice.
22470 19970	Southwest Ledge Light	41 14.1 72 54.7	FI R 5^s	57	13	White octagonal house on cylindrical pier.	HORN: 1 blast ev 15 ^s (2 ^s bl). Emergency light of reduced intensity when main light is extinguished.
22475	NEW HAVEN MIDDLE BREAKWATER EAST END LIGHT		FI G 4^s	43	4	NG on skeleton tower.	
22480	NEW HAVEN MIDDLE BREAKWATER WEST END LIGHT		FI R 4^s	38	4	NR on skeleton tower.	
22485 19975	NEW HAVEN LIGHT	41 13.3 72 56.6	FI W 4^s	35	7	NG on skeleton tower.	
22490	NEW HAVEN WEST BREAKWATER WEST END LIGHT 2	41 13.5 72 57.4	FI R 6^s	29	4	TR on skeleton tower.	
22495	- Channel Lighted Buoy 8		Q R		4	Red.	Replaced by smaller LIB of reduced intensity when endangered by ice.
22500	- Channel Lighted Buoy 9		FI G 4^s		4	Green.	Replaced by can when endangered by ice.
22505	- Channel Buoy 9A					Green can.	
22510	- Channel Buoy 10					Red nun.	
22515	- Channel Lighted Buoy 10A		FI R 2.5^s		4	Red.	Replaced by smaller LIB of reduced intensity when endangered by ice.
22520	- Channel Buoy 12					Red nun.	
22525	- Channel Lighted Buoy 11		FI G 4^s		4	Green.	Replaced by can when endangered by ice.
22530	- Channel Buoy 13					Green can.	

(1) No.	(2) Name and location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
LONG ISLAND SOUND (New York) – First District							
	N/W HEMPSTEAD HARBOR TO TALLMAN ISLAND (Chart 12366)						
	City Island						
	Hutchinson River						
24440	– Buoy 6					Red nun.	
24445	– Buoy 7					Green can.	
	PORT JEFFERSON AND MOUNT SINAI HARBORS (Chart 12362)						
	Mount Sinai Harbor						
24460	Mount Sinai Approach Buoy M					Red and white stripes; sphere.	
24465	MOUNT SINAI BREAKWATER LIGHT	40 57.9 73 02.6	FI G 5^s	20		Concrete pedestal.	Private aid.
24470	– West Breakwater Daybeacon 2	40 57.9 73 02.7				TR on pile.	Private aid.
24475	– Buoy 1					Black can.	Private aid.
24480	– Buoy 2A					Red nun.	Private aid.
24485	– Buoy 3					Black can.	Private aid.
24490	– Buoy 4					Red nun.	Private aid.
24495	– Buoy 5					Black can.	Private aid.
24500	– Buoy 6					Red nun.	Private aid.
24505	– Buoy 8					Red nun.	Private aid.
24510	– Buoy 10					Red nun.	Private aid.
24515	– Buoy 12					Red nun.	Private aid.
	Port Jefferson Harbor						
24520	Port Jefferson Approach Lighted Whistle Buoy PJ	40 59.3 73 06.4	Mo (A) W		5	Red and white stripes with red spherical topmark.	
24525	– Entrance Lighted Buoy 1	40 58.4 73 05.6	FI G 2.5^s		4	Green.	
24530	PORT JEFFERSON EAST BREAKWATER LIGHT	40 58.3 73 05.5	FI W 4^s	35	7	NG on skeleton tower.	
24535	– Entrance Lighted Bell Buoy 2		FI R 2.5^s		4	Red.	
24540	PORT JEFFERSON WEST BREAKWATER LIGHT 2A		FI R 4^s	26	5	TR on skeleton tower.	
24545	LIGHTING COMPANY BOOM LIGHT		F R	71			Private aid.
24550	– RANGE FRONT LIGHT	40 56.9 73 04.3	Q R	20		KRW on pile.	
24555	– RANGE REAR LIGHT 225 yards, 146° from front light.		F R	32		KRW on pile.	
24560	– Buoy 4					Red nun.	

(1) No.	(2) Name and location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
LONG ISLAND SOUND (New York) - First District							
N/W PORT JEFFERSON AND MOUNT SINAI HARBORS (Chart 12362)							
Port Jefferson Harbor							
24565	- Lighted Bell Buoy 5		Fl G 4s		3	Green.	
24566	- Buoy 7					Green can.	
24567	- Buoy 8					Red nun.	
24568	- Buoy 9					Green can.	
Setauket Harbor							
24570	- Anchorage Buoy A					Yellow nun.	Maintained from May 1 to Nov. 1. Private aid.
24575	- Anchorage Buoy B					Yellow nun.	Maintained from May 1 to Nov. 1. Private aid.
24580	- Anchorage Buoy C					Yellow nun.	Maintained from May 1 to Nov. 1. Private aid.
24585	- Buoy 1					Green can.	Maintained from May 1 to Nov. 1. Private aid.
24590	- Buoy 2					Red nun.	Maintained from May 1 to Nov. 1. Private aid.
24595	- Buoy 3					Green can.	Maintained from May 1 to Nov. 1. Private aid.
24600	- Buoy 4					Red nun.	Maintained from May 1 to Nov. 1. Private aid.
24605	- Buoy 5					Green can.	Maintained from May 1 to Nov. 1. Private aid.
24610	- Buoy 6					Red nun.	Maintained from May 1 to Nov. 1. Private aid.
LONG ISLAND SOUND (Western Part) (Chart 12363)							
Smithtown Bay							
24615	Stony Brook Harbor Entrance Lighted Buoy 1	40 56.3 73 09.8	Fl G 4s		4	Green.	Replaced by can from Dec. 15 to Mar. 15.
24620	Stony Brook Harbor Daybeacon	40 55.6 73 08.9				On pile.	Maintained from June 1 to Oct. 1. Private aid.
Porpoise Channel							
24625	- Lighted Buoy 1		Fl G 4s			Green.	Maintained from Apr. 1 to Nov. 1. Private aid.
24630	- Lighted Buoy 2		Fl R 4s			Red.	Maintained from Apr. 1 to Nov. 1. Private aid.

(1) No.	(2) Name and location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
NEW YORK - First District							
N/W TALLMAN ISLAND TO QUEENSBORO BRIDGE (Chart 12339)							
South Brother Island Channel							
26015	- Lighted Buoy 3	40 47.8 73 53.6	FI G 4 ^s		4	Green.	
26020	- Buoy 4	40 47.6 73 53.7				Red nun.	
26025	- Lighted Buoy 5	40 47.6 73 53.6	FI G 6 ^s		4	Green.	
26030	- Lighted Buoy 7		FI G 2.5 ^s		4	Green.	
26035	Rikers Island Basin Junction Lighted Buoy RI	40 47.3 73 53.7	FI (2+1) R 6 ^s		4	Red and green bands.	
26040	- Buoy 9					Green can.	
26045	STEINWAY CREEK WHARF LIGHT	40 47.1 73 53.8	F R	20			Private aid.
Rikers Island Channel							
26050	LAWRENCE POINT LEDGE LIGHT LP On ledge.		FI W 4 ^s	25	5	NR on skeleton tower.	
26055	Lawrence Point Ledge Buoy 2					Red nun.	
26060	SOUTH BROTHER ISLAND LEDGE LIGHT 3 On ledge.		FI G 4 ^s	17	5	SG on skeleton tower.	
BLOCK ISLAND SOUND AND GARDINERS BAY (Chart 13209)							
North Entrance							
26065	Gardiners Island Shoal Buoy 1	41 07.3 72 06.7				Green can.	
26070	Constellation Rock Buoy 2 Marks 17-foot rock.	41 10.5 72 06.6				Red nun.	
26075	Gardiners Island Lighted Gong Buoy 1GI	41 09.0 72 08.9	FI G 4 ^s		4	Green.	
26080	Plum Island Rock Buoy 4 On south side of rock.					Red nun.	
Plum Gut							
26085	Midway Shoal Buoy MS On east side of shoal.	41 09.8 72 12.6				Green and red bands; can.	
26090 19860	Orient Point Light	41 09.8 72 13.4	FI W 5 ^s	64	17	Black conical tower with white band in center.	HORN: 2 blasts ev 30 ^s (2 ^s bl-2 ^s si-2 ^s bl-24 ^s si). Emergency light of reduced intensity when main light is extinguished. Lighted throughout 24 hours.
26095	PLUM ISLAND HARBOR EAST DOLPHIN LIGHT		F R	10	6	On dolphin.	Maintained from sundown to 0130 daily. Maintained by the U.S. Dept. of Agriculture.

(1) No.	(2) Name and location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
NEW YORK - First District							
N/W BLOCK ISLAND SOUND AND GARDINERS BAY (Chart 13209)							
North Entrance							
Plum Gut							
26100	PLUM ISLAND HARBOR WEST DOLPHIN LIGHT	41 10.3 72 12.4	F G	12	6	On dolphin.	HORN: 1 blast ev 10 ^s (5 ^s bl). Sounded occasionally when USDA vessels are navigating in the area. Maintained from sundown to 0130 daily. Maintained by the U.S. Dept. Agriculture.
26105 19855	- LIGHT	41 10.4 72 12.7	FI W 2.5 ^s	55	5	On brick shed.	
26110 19850	- Lighted Bell Buoy 2PG		FI R 4 ^s		4	Red.	
North Entrance							
26115	CAR FERRY LIGHT	41 09.3 72 14.4	F W	18		On dolphin.	Private aid.
Research Basin							
<i>Aids are maintained by the U.S. Dept. of Agriculture.</i>							
26120	- APPROACH LIGHT	41 08.9 72 14.5	FI G 4 ^s	14		On pile.	Maintained from sundown to 0130 daily.
26125	- Bay Daybeacon 1					On piles.	
26130	- Bay Daybeacon 3					On piles.	
26135	- LIGHT	41 09.2 72 14.5	F R	10		On pile.	HORN: 1 blast ev 30 ^s (1 ^s bl). Maintained from sundown to 0130 daily.
Gardiners Bay South Entrance							
26140	- Lighted Bell Buoy S	41 02.2 72 03.1	Mo (A) W		6	Red and white stripes with red spherical topmark.	Replaced by red and white striped sphere from Nov. 15 to Apr. 15.
26145	- Buoy 2					Red nun.	
26147	NAPEAGUE HARBOR CLAM RAFT LIGHT		FI W 2.5 ^s			NW on raft.	Maintained from May 1 to Nov. 30. Private aid.
26150	- Buoy 4					Red nun.	
26155	- Buoy 6					Red nun.	
26160	- Buoy 8					Red nun.	
26165	- Buoy 11					Green can.	
26170	Lionhead Rock Buoy 13					Green can.	
26175	Crow Shoal Buoy 14 Southwest of shoal.					Red nun.	
Threemile Harbar							
26180	- Entrance Lighted Bell Buoy TM	41 02.7 72 11.3	Mo (A) W		6	Red and white stripes with red spherical topmark.	Replaced by red and white striped sphere from Nov. 15 to Apr. 15.

INDEX

A

Abbot Rock Daybeacon.....	9665
Abets Creek Lighted Buoy 1.....	27980
Abijah Ledge Buoy 2.....	1900
Academy Buoy 1A.....	20695
Academy Rock Lighted Buoy 2.....	18780
Adams Fall.....	22415
Airy Ledge Buoy 3.....	3085
Alden Rock Buoy.....	4470
Alden Rock Buoy 2AR.....	65
Alleghany Rock Buoy 25.....	12970
Allen Harbor.....	17890
Allen Ledge Buoy 3.....	4710
Allen Point Buoy 1.....	36685
ALLEN POINT RAILROAD LIGHT N.....	36680
ALLEN ROCK LIGHT 11.....	17260
Allens Harbor Entrance.....	13205
Allerton Harbor.....	11595
ALLYN POINT LIGHT 12.....	20775
Allyn Point Turning Basin.....	20755
Ambrose Channel.....	32105
Ambrose Light.....	730
Ambrose Radiobeacon.....	731
Amity Channel.....	31330
AMITYVILLE CREEK.....	27764
Anchorage Buoy E.....	32795
Anderson Ledge Buoy 2.....	220
Angelica Point Shoal Buoy 2.....	15625
Annisquam Harbor Light.....	9225
Annisquam River.....	9200
Appledore Ledge Buoy 2.....	200
Appletree Bay.....	36790
Appletree Point Buoy AP.....	36790
Appletree Shoal Buoy AS.....	36795
Apponaganset Bay.....	15535
Apponaug Cove Approach Buoy 1.....	18020
Apponaug Cove Channel.....	18025
Areskonk Creek Entrance.....	28665
Arey Ledges Buoy 4.....	3665
Arthur Kill.....	33905
Ash Creek.....	23105
Ash Island Bell Buoy 17.....	4565
Ash Island Ledge Buoy 13.....	4545
Ash Island Rock Buoy 15.....	4555
Asia Rip Lighted Bell Buoy AR.....	570
ASTOR POINT LIGHT.....	35530
ATLANTIC HIGHLANDS BREAKWATER LIGHT.....	32865
ATLANTIC HIGHLANDS RANGE.....	32870
Au Sable Point Buoy 16.....	36710
Au Sable Point Northwest Shoal Buoy 4.....	36665
Au Sable River Flats Buoy 18.....	36715
Aunt Lydias Cove.....	12525
AUNT PHEBE ROCK LIGHT 10.....	24355
Avery Ledge Lighted Bell Buoy 2.....	9415
B	
Babson Ledge Buoy 9.....	9500
Back Channel.....	8450

Back River Entrance Buoy 2.....	5950
Badgers Island Buoy 14.....	8250
Bagaduce River.....	3485
BAILEY POINT LIGHT 6.....	20700
Bailey Rock Lighted Buoy 3BR.....	24175
Baileys Mistake Entrance Buoy.....	1035
Baileys Mistake Whistle Buoy 2BM.....	1030
Baker Island.....	2010
Baker Island Ledge Buoy 3.....	2645
Bakers Island Light.....	315
Bald Head Ledge Bell Buoy 2BH.....	6315
Bald Rock Buoy 9.....	1860
Bald Rock Ledge Buoy 2.....	1855
Baldwin Bay.....	30225
Baldwin Creek.....	30575
Ball Island South End Buoy 1.....	36500
Ballast Island Ledge Buoy 5.....	1205
Ballast Reef Buoy 2.....	23440
Bantam Ledge Buoy BL South of ledge.....	3145
Bantam Rock Lighted Bell Buoy 2.....	5315
BAR BEACH LIGHT 11.....	25515
Bar Island Buoy 5.....	2350
Bar Island Ledge Buoy 6.....	5105
Bar Ledge Buoy 2.....	7790
Bar Ledge Buoy 7.....	2155
BARBER POINT LIGHT B.....	37025
BARCELONA POINT LIGHT 7.....	26575
Barekneed Rocks Daybeacon 3A.....	15550
Bareneck Island Ledge Buoy 5.....	5765
Barge Pier Channel.....	32930
Barn Point Buoy 1.....	8110
Barn Rocks Daybeacon 10.....	9245
Barnstable Harbor.....	12230
Barnums Channel.....	29835
Barrel Rock Daybeacon 5.....	11640
Barrett Beach.....	28090
Berrington River.....	17310
Barter Island Buoy 18.....	5675
Barter Island Ledges Daybeacon 8.....	3060
BARTLETT POINT LIGHT 9.....	20745
Bartlett Reef Buoy 1A.....	19840
Bartlett Reef Light.....	19835
Bartlett Reef North End Buoy 1.....	20920
Bartlett Rock Buoy B.....	11840
Bartlett Rock South Buoy 2.....	11845
Barton Ledge Buoy 2.....	1485
Basin Harbor Reef Buoy 25.....	37020
Basket Island Shoal Buoy 2.....	7160
Bass Harbor.....	2280
Bass River (SALEM AND LYNN HARBORS (Chart 13275)).....	9915
Bass River (NANTUCKET SOUND AND APPROACHES (Chart 13237)). Bass Rock Buoy 6.....	13285 10145
Bass Rock Daybeacon 10.....	9015
Bassetts Island Buoy 2.....	15175
Bassetts Island Shoal South Buoy 1.....	15115
Bates Island Buoy 6.....	6895

BATH IRON WORKS PIER LIGHT.....	6045
Bay Ledge Buoy 2.....	1245
Bay Ledge Daybeacon.....	3335
Bay Ledge Whistle Buoy 2.....	3225
Bay Ridge Channel.....	34140
BAY SHORE APPROACH LIGHT.....	27840
BAY SHORE MARINA LIGHT.....	27845
Bayonne Terminal Channel.....	34365
Bayonne Terminal North Basin Buoy A.....	34425
Beach Channel.....	31710
Beach Ledge Bell Buoy 2.....	2315
Beach Ledges Buoy.....	3195
Bean Island Ledge Buoy 3.....	1980
Bean Island Ledge Buoy 4.....	1985
Bear Island.....	2075
Bear Island Ledges Buoy 2.....	6440
BEAR ISLAND LIGHT.....	2077
Bear Island Lighted Bell Buoy 10.....	2080
Bearse Rock Buoy 4.....	13635
Beaverdam Cove Buoy 1.....	28565
Beaverdam Creek Entrance.....	28350
Beaverhead Point Shoal Buoy 2.....	17710
Beavertail Light.....	16375
Beavertail Radiobeacon.....	16376
Belfast Harbor.....	4350
Belleville Speed Limit Buoy.....	8795
Bellmore Creek Channel.....	30170
Bellport Bay.....	28310
Benjamin River Buoy 2.....	2822
Bents Ledge Buoy 6.....	15565
Bergen Basin Buoy 2.....	31915
Beverly Channel.....	9810
Bibb Rock Buoy.....	120
Biddeford Pool Channel Buoy 10.....	7935
BIG MERMAID LIGHT 7.....	22380
Big Tom Rock Buoy BT.....	24380
Billings Cove Buoy 18.....	2835
Billingsgate Flat Lighted Buoy 3.....	12325
Billingsgate Island Buoy 6.....	12335
Billingsgate Lighted Horn Buoy 5.....	12330
Billingsgate Shoal Lighted Bell Buoy 1.....	12300
Birch Island Ledge Buoy 8.....	6720
Birch Point Daybeacon.....	3350
BIRCH POINT LIGHT 8.....	6455
Birch Point Shoal Buoy 3.....	3340
Bird Island Flats.....	10705
Bird Island Reef Bell Buoy 13.....	15680
Bird Island South Shoal Gong Buoy BL.....	15665
Bird Rock Buoy 4.....	22365
Bishop And Clerks.....	13440
Black Island Buoy 2.....	2270
Black Ledge Buoy 2.....	20535
Black Ledge Buoy 2BL.....	11625
Black Ledges (Roaring Bull) Buoy 3.....	4675
BLACK MARSH CHANNEL LIGHT 15.....	10210
Black Rock Buoy.....	22545
Black Rock Buoy 6.....	20950
Black Rock Daybeacon.....	23045
Black Rock Daybeacon 12.....	9505
Black Rock Daybeacon 8A.....	15325
Black Rock Harbor.....	23045
Black Rock Point Buoy 2.....	18310

INDEX

Black Rocks Channel Buoy 2.....	10970	Breaking Rocks Buoy 2.....	235	BURNT HOUSE PIER	
Black Rocks Daybeacon 10.....	8720	Bremen Long Island		LIGHT 32.....	20875
BLACK ROCKS LIGHT 9.....	10180	Daybeacon 1.....	5040	Burnt Island Ledge Buoy.....	4510
Blackboys Rocks Buoy 2.....	21145	<i>Brenton Point Lighted</i>		Burnt Island Ledge Buoy 7.....	5415
Blackfish Rock Buoy 3.....	18435	<i>Whistle Buoy 2.....</i>	16255	Burnt Island Light.....	5425
Blacksmithshop Ledge		Brenton Reef Light.....	16245	Burnt Ledge Buoy 5.....	3090
Daybeacon 3.....	5755	Brewster Point Ledge Buoy 1.....	4190	BURTON ISLAND LIGHT.....	36510
Block Island.....	18260	BRIDGEPORT EAST		BUTLER FLATS LIGHT.....	15355
<i>Block Island North Reef</i>		BREAKWATER LIGHT		Buttermilk Bay Approach.....	15955
<i>Lighted Bell Buoy 1B1.....</i>	18070	12A.....	22985	Buttermilk Channel.....	34240
Block Island North Light.....	18075	Bridgeport Harbor.....	22920	Buzzards Bay.....	14630
Block Island Southeast Light.....	655	Bridges Point Shoal Buoy 14.....	2820	Buzzards Bay Entrance	
Block Island Southeast		Brimbles Daybeacon.....	9995	Radiobeacon.....	651
Radiobeacon.....	656	Brimstone Point Ledge		<i>Buzzards Bay Lighted Gong</i>	
Blue Hill Bay Approach.....	2240	Buoy 10.....	7125	<i>Buoy 10.....</i>	14705
BLUE HILL BAY LIGHT 3.....	2530	Bristol Harbor.....	16695	<i>Buzzards Bay Lighted Bell</i>	
Blue Hill Harbor.....	2575	BRISTOL HARBOR		<i>Buoy 11.....</i>	14720
Blue Hill Rock Buoy 3.....	2685	LIGHT 4.....	16720	<i>Buzzards Bay Shoal Lighted</i>	
BLUE POINT LIGHT 1.....	27910	Bristol Point Rock Buoy 2.....	16695	<i>Buoy 14.....</i>	14730
Bluefish Shoal Bell Buoy 36.....	20155	Broad Channel.....	29520	Buzzards Bay Entrance Light.....	650
BLUFF POINT LIGHT.....	36660	Broad Cove Rock Buoy 5BC.....	7380	Byram Harbor.....	23905
Bluff Point Shoal Buoy 1.....	36655	Broad Creek Channel.....	30865		
<i>Blyn Rock Lighted Buoy 2.....</i>	22360	Broad Sound.....	6685		
Boat Basin.....	28600	Broadway.....	14385		
Boat Rock Buoy.....	3030	Brockway Island Anchorage			
Boiler Rock Buoy 2.....	5605	Buoy A.....	21340		
Bold Island.....	2955	Bronx River.....	25960		
Boon Island Light.....	140	<i>Brooklyn Rock Lighted Bell</i>			
Booth Bay.....	5390	<i>Buoy.....</i>	15310		
Borden Flats Light.....	17465	Brothers Passage Bell Buoy 1.....	1150		
Borrow Pit Channel.....	30065	Brothers Passage Buoy 2.....	1155		
Boseware Bay North End		Brown Cow Ledge Whistle			
Buoy AB1.....	29505	Buoy 2BC.....	3355		
<i>Boston Approach Lighted</i>		<i>Brown Cow Lighted Whistle</i>			
<i>Buoy BG.....</i>	350	<i>Buoy BC.....</i>	1765		
<i>Boston Approach Lighted</i>		BROWN POINT WEST			
<i>Buoy BE.....</i>	445	BREAKWATER LIGHT 1.....	27900		
<i>Boston Approach Lighted</i>		Browns Head Buoy 4.....	5100		
<i>Whistle Buoy BD.....</i>	470	Browns Head Light.....	3895		
<i>Boston Approach Lighted</i>		<i>Browns Reef Lighted Bell</i>			
<i>Buoy BC.....</i>	495	<i>Buoy 26.....</i>	20365		
<i>Boston Approach Lighted</i>		BRYANT LANDING			
<i>Buoy BB.....</i>	545	LIGHT.....	37305		
<i>Boston Approach Lighted</i>		BRYANT POINT LIGHT 8.....	11685		
<i>Whistle Buoy BA.....</i>	560	Buck Harbor Ledge Buoy 1.....	2865		
<i>Boston Approach Lighted</i>		Buckhorn Rock Buoy 4.....	11635		
<i>Buoy BF.....</i>	380	Buckman Ledge Buoy 2.....	890		
BOSTON HARBOR.....	10280	Bucks Ledge Daybeacon 20.....	3585		
BOSTON INNER HARBOR.....	10430	Bull Ledge Buoy.....	5585		
Boston Ledge Buoy 6.....	370	Bullock Cove.....	16880		
Boston Light.....	385	Bulwark Shoal Buoy BS.....	7350		
Boston Lighted Horn Buoy		<i>Bumkin Island Lighted</i>			
B (LNB).....	375	<i>Buoy 1.....</i>	11410		
Boston North Channel.....	10280	<i>Bumkin Island Lighted Bell</i>			
Boston Precautionary Area.....	376	<i>Buoy 3.....</i>	11445		
Boston South Channel.....	10340	Bungy Rock Daybeacon 15.....	1530		
Boston Special Anchorage.....	10491	Bunker Harbor Ledge Buoy			
Boundary Ledges Buoy 5.....	1170	1.....	1775		
Bouquet River Buoy 26.....	36970	Bunker Ledge Buoy 3.....	1490		
BOW ARROW POINT N		Bunker Ledge Buoy 8.....	3630		
RAILROAD LIGHT.....	36480	BURDEN DOCK LIGHT			
Bowden Ledge Buoy 6.....	2065	BD.....	35695		
Bowditch Ledge Daybeacon.....	9625	Burlington Bay			
Bowline Point.....	35105	(CUMBERLAND HEAD			
Bowman Island Buoy 1A.....	6830	TO FOUR BROTHERS			
<i>Bowman Island Ledge</i>		ISLANDS (Chart 14782)).....	36800		
<i>Lighted Buoy 2.....</i>	6825	Burlington Bay			
Braga Bridge Fog Signal.....	17475	(CUMBERLAND HEAD			
Bragdon Rock Daybeacon 10.....	6460	TO FOUR BROTHERS			
Brandies Buoy 4.....	3271	ISLANDS (Chart 14782)).....	36845		
Branford Harbor.....	22360	Burlington Bay			
BRANFORD REEF LIGHT.....	19945	(CUMBERLAND HEAD			
Branning Ledge.....	6795	TO FOUR BROTHERS			
Brant Point Light.....	13915	ISLAND (Chart 14782)).....	36875		
Brant Point Radiobeacon.....	13916	Burnt Coat Harbor.....	2605		
Brayton Point Channel.....	17440	Burnt Coat Island Buoy 1.....	6380		

INDEX

CAR FERRY LIGHT.....	26115	CHERRY ISLET LIGHT.....	895	Cole River.....	17675
Card Ledge Buoy 4.....	5345	Chesapeake Creek.....	33690	Coleman Cove Buoy 8.....	6920
Carleton Ledges Jetty		CHESSEQUEAKE OUTFALL		Coles Ledge.....	1475
Daybeacon 33.....	5835	SEWER LIGHT.....	33690	COLLEGE POINT REEF	
Carman Creek.....	31465	Chimney Corner Reef Buoy		LIGHT CP.....	25625
Carmans River Entrance		20.....	20350	Collier Ledge Lighted Buoy.....	13625
Lighted Buoy 1.....	28370	Chimney Sweeps Lighted		Collymer Point Buoy.....	36930
Carmen's Cut.....	30840	Buoy 1.....	24270	Colt Ledge Buoy 2.....	3655
Carrying Place Head Buoy 1.....	6370	Chittenden Rock Buoy 1CR.....	11630	Colt Ledge Buoy 2A.....	3100
CARTERET DOCK LIGHT		Christmas Cove.....	5210	COLUMBIA POINT LIGHT.....	10781
1.....	34070	Church Rock Buoy 10.....	15520	Commander Rocks Buoy	
Carvers Harbor (Vinal		City Bay.....	36515	2CR.....	22270
Haven).....	3610	City Island.....	24380	COMMON FLAT SOUTH	
CARVERS HARBOR		City Island Ferry Fog Signal.....	24265	FISH TRAP LIGHT.....	12983
ENTRANCE LIGHT 2.....	3640	City Reef Buoy 1.....	36515	Compass Island Ledge Buoy.....	3955
Casco Bay Channel.....	7090	Clapboard Island North		Compton Channel.....	32960
Casco Passage.....	2430	Ledge Daybeacon 18.....	7220	COMPTON CREEK	
Castine Harbor.....	3445	Clapboard Island South		APPROACH RANGE	
Castle Hill Light.....	16385	Ledge Buoy.....	7150	FRONT LIGHT.....	33000
CASTLE ISLAND LIGHT 2.....	16710	Clapp Point.....	6050	CON HOOK LIGHT CH.....	35250
Cat Island Channel.....	9975	Claremont Terminal Channel.....	34440	Conary Ledge Buoy 7.....	2790
Cat Ledges Gong Buoy 4CL.....	5535	CLARK ISLAND LIGHT 8.....	8195	Coney Island Channel.....	32600
Catskill Creek Buoy 1.....	35705	Clark Ledge Daybeacon 3.....	900	Coney Island Creek Entrance.....	32650
Catumb Passage Buoy 1C.....	18570	Clark Ledges Daybeacon 5.....	1785	Coney Island Light.....	32230
Catumb Rocks Buoy 2.....	18580	Clark Ledges Gong Buoy 3.....	1780	Conimicut Light.....	16835
Cedar Bush Ledge Buoy 6.....	5560	Clark Point Daybeacon 1.....	2180	Connecticut River.....	21160
Cedar Island Beach Outfall		Clay Head Buoy 3.....	18260	CONSTABLE HOOK	
Buoy A.....	690	Cleveland East Ledge Light.....	14735	RANGE.....	34490
CEDAR ISLAND LIGHT		Cleveland East Ledge		Constable Hook Channel.....	34265
3CL.....	26565	Radiobeacon.....	14736	Constellation Rock Buoy 2.....	26070
Cedar Ledges Buoy 3.....	6435	Cleveland Ledge Channel.....	14735	Corey Creek Entrance.....	26810
Cedar Tree Point Buoy 2.....	18015	Cliff Island.....	6875	COREY CREEK	
Center Harbor.....	2810	Clinton Harbor.....	22095	ENTRANCE LIGHT A.....	27965
Centerport Harbor Approach		CLIS Dumping Ground		Cormorant Reef Bell Buoy 1.....	16145
Channel.....	25200	Lighted Buoy CDA.....	19960	Cormorant Reef Buoy 1.....	23760
Centerville Harbor Approach.....	13615	Clough Point Buoy 25.....	5715	Cormorant Rock Daybeacon.....	15610
Centre Island Reef Bell		Clous Ledge Daybeacon 15.....	5640	Cormorant Rock Ledge	
Buoy 17.....	20135	COAST GUARD		Buoy 7.....	20500
Cerberus Shoal Lighted		PIERHEAD LIGHT.....	7562	Cornfield Lighted Whistle	
Gong Buoy 9.....	18390	COASTERS HARBOR		Buoy CF.....	19900
Champlin Creek Entrance		ISLAND OBSTRUCTION		Cornfield Point Shoal	
Buoy 1.....	27860	LIGHT.....	16505	Lighted Bell Buoy 2.....	20280
CHAMPLIN CREEK		Coates Island Warning Buoy.....	36695	Corning Rock Buoy 9.....	24350
ENTRANCE LIGHT.....	27870	Cobscook Bay.....	975	Corvette Ledge Buoy 1.....	5140
Chandler Bay.....	1175	Cockenoe Island Shoal		Corwin Rock Lighted Bell	
Chandler Cove.....	6940	Lighted Bell Buoy 24.....	20050	Buoy 3.....	7370
Channel Rock Buoy 2.....	3395	Cod Ledges Buoy 7.....	1940	Cos Cob Harbor.....	23805
Channel Rock Buoy 5.....	2785	Cod Rock Lighted Buoy 5.....	8190	Cottage Park Buoy 4.....	10635
Channel Rock Buoy		Coddington Cove Buoy 2.....	16570	Cotuit Anchorage.....	13660
Southeast of rock.....	13640	CODDINGTON COVE		Cotuit Entrance Lighted	
Channel Rock Daybeacon 4.....	1370	BREAKWATER LIGHT 18.....	16560	Bell Buoy 1.....	13695
Channel Rock Daybeacon 4A.....	3805	Coddington Point Buoy 2.....	16540	Cousins Island Buoy 3.....	7170
Chapel Hill North Channel.....	32570	Codhead Ledge Buoy 2.....	1160	Cove Harbor.....	23490
Charles Island Buoy 1.....	22720	Coeles Harbor.....	26515	Cove Mills Buoy 1.....	23490
Charles Island Lighted Bell		Coeymans Dike.....	36025	Cove Rock Buoy 2.....	23775
Buoy 16.....	19985	Coffin Rock Lighted Buoy 1.....	14285	Cow and Calf Buoy 8.....	2550
Charles Point Regulatory		Coggeshall Point Buoy 10.....	16640	Cow and Calf Lighted Bell	
Buoy H.....	35210	Cohasset Channel Buoy 3.....	11660	Buoy 34.....	20380
Charles Reef Buoy 14.....	20335	Cohasset Channel Buoy 5.....	11670	Cow Island Buoy 1.....	5010
Chatham Breach Lighted		Cohasset Channel Buoy 7.....	11680	Cow Island Buoy 3.....	5015
Whistle Buoy C.....	500	Cohasset Harbor (BOSTON		Cow Island Ledge Buoy.....	7145
Chatham Harbor.....	12420	HARBOR (Chart 13270)).....	11625	COW ISLAND LEDGE	
Chatham Inlet Bar Guide		Cohasset Harbor		LIGHT.....	7140
Light.....	12410	(COHASSET AND		Cow Island Ledge	
Chatham Light.....	505	SCITUATE HARBORS		Daybeacon 17.....	7900
Chatham Radiobeacon.....	506	(Chart 13269)).....	11690	Cow Island Shoal Buoy 4.....	7135
Chatham Roads.....	12980	Colby Ledge Daybeacon 2.....	3050	Cow Island Sunken Ledges	
Chatto Island Ledge Buoy 2.....	2810	Colby Pup Buoy 1.....	3055	Buoy 3.....	4960
Chebeague Bar Buoy 18.....	7180	COLCHESTER REEF		Cow Ledge Buoy 6.....	2225
Chebeague Point Ledge		LIGHT.....	36725	Cowpens Ledge Daybeacon.....	2885
Buoy 1.....	6750	Colchester Shoal Buoy 15.....	36750	Cox Ledge Daybeacon 4.....	6605
Chelsea Point Channel.....	10640	Colchester Shoal Buoy CS.....	36755	COXACKIE ISLAND	
Chelsea River.....	10535	COLD SPRING HARBOR		SOUTH SHOAL LIGHT	
Cherry Grove Entrance		LIGHT.....	25275	CL.....	35890
Lighted Buoy 1.....	28035	COLD SPRING POND		Coxens Ledge Lighted Bell	
CHERRY GROVE LIGHT.....	28030	APPROACH LIGHT 1.....	27020	Buoy 4.....	14675

INDEX

Coxsackie Island South	
Shoal Buoy.....	35875
Crab Island Buoy 10.....	36640
Crab Ledge Buoy 1.....	6815
Crabtree Ledge Bell Buoy 1.....	1975
Cranberry Harbor.....	2105
Cranberry Island Ledge	
Buoy 4.....	2215
Cranberry Point Bell Buoy	
2CP.....	1745
Crane Point Shoal Buoy 27.....	37030
Crane Reef Buoy 4.....	20315
Craven Shoal Lighted Gong	
Buoy 19A.....	32240
Crescent Beach Daybeacon.....	20960
CRESCENT PARK	
BREAKWATER LIGHT.....	20955
CRIEHAVEN	
BREAKWATER LIGHT 8.....	3155
Crosby Ledge Buoy 4.....	3615
Cross Island Narrows.....	1070
Cross Point Lighted Buoy	
CP.....	5695
Cross Rip Lighted Gong	
Buoy 21.....	12890
Cross Rip Shoal South End	
Buoy 4.....	12885
Crotch Island Buoy 23.....	3005
Crotch Island Ledges Buoy 4.....	4985
CROTCH ISLAND LIGHT	
21.....	3000
Crotch Island Passage.....	3038
Crow Flats Middle Buoy 4.....	11450
Crow Island.....	15445
Crow Island Buoy 5.....	1935
Crow Island Haunts Creek.....	30325
Crow Island Ledge Buoy 2CI.....	4475
Crow Island Ledge Buoy 2.....	2415
Crow Island Ledge Buoy 6.....	5025
CROW ISLAND LIGHT 9.....	7005
Crow Island Point Buoy 9.....	6930
Crow Point Flats North	
Buoy.....	11440
Crow Shoal Buoy 14.....	26175
Crown Point Lighted Buoy	
30.....	37050
Crown Point Shoal Buoy 28.....	37045
Crowninshield Point Buoy 1.....	2060
Cuban Ledge Lighted Buoy 2.....	24409
Cuckolds.....	5390
Cumberland Bay.....	36605
Cumberland Head.....	36555
Cummings Ledge Buoy 18A.....	1310
Curtis Island Light.....	4240
Cushing Island Ledge Buoy 4.....	7450
Cushing Island Lighted Bell	
Buoy 2CI.....	7435
Cuttyhunk Harbor.....	14905
CUTTYHUNK LIGHT.....	14235
D	
Damariscotta River	
(DAMARISCOTTA,	
SHEEPSHOT AND	
KENNEBEC RIVERS	
(Chart 13293)).....	5170
Damariscotta River	
(DAMARISCOTTA,	
SHEEPSHOT AND	
KENNEBEC RIVERS	
(Chart 13293)).....	5230
Damariscove Island Approach.....	5315
Dansbury Reef Buoy 2.....	7905
Danvers River.....	9875
Dartmouth Rock Buoy 10.....	15575

Dauntless Rock Buoy 3.....	24120
Davenport Neck.....	24235
Davenport Neck Buoy 12.....	24365
Daves Creek.....	28780
Davids Island Channel.....	24300
Davids Island North	
Lighted Buoy 5.....	24225
Davids Island West Buoy 8.....	24320
Davis Island Buoy 28.....	5725
Davis Ledge Lighted Gong	
Buoy 1DL.....	405
Davis Neck Shoal Buoy 14.....	13755
Davis park.....	28135
Deadman Point Buoy 3.....	4225
Decatur Rock Buoy 12.....	15530
Deer Island.....	10416
DEER ISLAND	
DIRECTIONAL LIGHT.....	10995
Deer Island Light.....	10395
DEER ISLAND POINT	
LIGHT.....	910
Deer Island Thorofare.....	2925
Deer Point Bell Buoy 4A.....	6905
Deer Point Rock Buoy.....	6900
DEFENSE FUEL PIER	
SOUTHEAST LIGHT.....	8330
Dennison Rock Buoy 2.....	18860
Derby Channel.....	9710
Dering Harbor.....	26422.1
Despair Island Buoy 1.....	17885
Devils Bridge Buoy 1.....	14220
Devils Half Acre Buoy 5.....	4480
Devils Head Ledge Buoy 6.....	2780
Diamond Cove Buoy 1.....	7000
Diamond Cove Ledge Buoy	
2.....	7130
DIAMOND ISLAND	
LEDGE LIGHT 6.....	7550
DIAMOND ISLAND LIGHT.....	37010
Diamond Island Pass.....	7035
Diamond Island Passage	
Lighted Buoy 1.....	7035
Diamond Rock Ledge Buoy	
1.....	3260
Dice Head Light.....	3445
Dick Rocks Buoy 6.....	22325
Dickens Point Shoal Bell	
Buoy 6.....	18320
Dickerson Channel.....	27545
Dictator Ledge Buoy 2A.....	5340
Dillingham Ledge Buoy 1.....	4285
DOCK RANGE.....	32885
Dodge Island Buoy 4.....	19025
Dodge Point Ledge	
Daybeacon 5.....	4605
Dodge Rock Daybeacon 2.....	9435
Dog Bar Buoy 2DB.....	9460
Dog Bar Channel Buoy 1DB.....	9475
Dog Channel.....	30640
DOG FISH BAR FISH	
TRAP LIGHT.....	13435
DOG ISLAND LIGHT DI.....	905
Dog Point Ledge Buoy 10.....	3725
Dogfish Ledge Buoy 3.....	16025
Dogfish Ledges Daybeacon	
25.....	3910
Dogfish Rocks Buoy 7.....	1085
Dolphin Rock Buoy 10.....	10120
Dorchester Bay.....	10740
Dorchester Bay Basin.....	10795
DOUBLING POINT LIGHT.....	6010
DOUBLING POINT	
RANGE.....	6000
Dow Ledges Buoy 16.....	2985
Dram Island Ledge Buoy 2.....	1970
Dread Ledge Daybeacon 2.....	10125

Dredged Channel Lighted	
Buoy 5.....	7555
Drunkard Ledge Buoy 1.....	2680
Drunkard Ledge Daybeacon.....	4030
Dry Ledge Buoy 2.....	15785
Dry Salvages Lighted Bell	
Buoy 1.....	265
DUCK ISLAND NORTH	
BREAKWATER LIGHT.....	22035
Duck Island Reef Buoy 6.....	20320
Duck Island Roads.....	22035
DUCK ISLAND TO	
MADISON REEF.....	22035
Duck Ledges Buoy 1.....	1435
Duck Rocks Bell Buoy 5.....	4880
Dumping Ground Lighted	
Buoy NL.....	20510
Dumpling Rocks Buoy 5.....	15485
Dumpling Rocks Gong	
Buoy 7DR.....	15495
DUMPLING ROCKS	
LIGHT 5A.....	14690
DUNEWOOD LIGHT.....	27385
Dutch Island Bell Buoy 2.....	17715
Dutch Island South End	
Lighted Gong Buoy.....	17705
Duxbury Bay.....	11915
Duxbury Bay Beach Channel.....	12022
DUXBURY PIER LIGHT.....	11915
Dyer Island East Shoal	
Buoy 5.....	16590
Dyer Island Narrows.....	1545
E	
Eagle Island Gong Buoy 3A.....	3375
EAGLE ISLAND LIGHT.....	3370
East Bay Channel.....	31105
East Bunker Ledge	
Daybeacon.....	2045
East Bunker Lighted Gong	
Buoy 2.....	2040
East Channel.....	27370
East Chop Flats Lighted	
Bell Buoy 23.....	12935
EAST CHOP LIGHT.....	12945
East Chop Shoal Buoy 23A.....	12940
East Clump Buoy 17.....	18680
East Harbor.....	19745
East Hue and Cry Rock	
Buoy 1.....	70
EAST ISLIP LIGHT.....	27875
East Norwalk Channel.....	23420
East Passage (Narragansett	
Bay).....	16370
East Passage (Narragansett	
Bay).....	16445
East Penobscot Bay.....	3355
East Reef Buoy 1.....	22280
EAST RIVER	
DEEPWATER RANGE.....	25750
East River Main Channel.....	25620
East Rockaway Inlet.....	29260
East Shag Rock Buoy 1ESR.....	11700
East Side.....	15005
East-West Channel.....	27685
Eastchester Bay.....	24409
Eastern Approach.....	16245
Eastern Bay (MACHIAS	
BAY TO TIBBETT	
NARROWS (Chart 13326)).....	1350
Eastern Bay (FRENCHMAN	
AND BLUEHILL BAYS	
AND APPROACHES (Chart	
13312)).....	1880

INDEX

Eastern Drunkers Ledges		Eustis Rock Buoy.....	15110	Flanders Bay (SHELTER	
Buoy 2.....	6560	Execution Rocks Light.....	20190	ISLAND SOUND AND	
Eastern Ear Ledge Buoy 2.....	3105	Execution Rocks		PECONIC BAYS (Chart	
Eastern Egg Rock Bell Buoy		Radiobeacon.....	20191	12358)).....	27070
ER.....	4915	Execution Rocks Lighted		Flat Ground Bell Buoy 1.....	255
Eastern Egg Rock		Gong Buoy 44A.....	20205	Flat Ground Southern Rock	
Daybeacon 11.....	4920	Explosive Anchorage Buoy		Buoy 2.....	260
Eastern Harbor.....	1450	A-EX.....	11055	Flat Hammock Buoy 2.....	19785
Eastern Mark Island Ledge		EXXON DOLPHIN LIGHT.....	34500	Flat Neck Point Shoal Buoy	
Buoy 7.....	2935			2.....	23710
Eastern Passage.....	2325	F		Flat Rock Buoy 2.....	20930
Eastern Point Ledge Buoy 4.....	9450			Fling Island Ledge Buoy 1.....	3390
Eastern Point Light.....	305	FAIR HARBOR LIGHT.....	27380	Flint Island Narrows.....	157
Eastern Point Radiobeacon.....	306	Falkner Island Light.....	19930	Flint Island North Point	
Eastern Point Lighted		Falkner Island Reef Lighted		Buoy 1.....	1575
Whistle Buoy 2.....	310	Gong.....	20340	Flint Rocks Daybeacon.....	23650
Eatons Neck.....	24795	Falmouth Harbor.....	13820	Flip Rock Gong Buoy FR.....	10150
Eatons Neck Light.....	20075	FALMOUTH INNER		Flushing Bay.....	25870
Eatons Neck Point Lighted		HARBOR LIGHT 1.....	13825	Flushing Harbor Buoy 1.....	25950
Gong Buoy 11B.....	20060	Falmouth Lighted Bell Buoy		Flye Island Channel Bell	
Ebenecook Harbor Buoy 1.....	5620	16.....	13820	Buoy FI.....	2535
Echo Bay.....	24170	False Spit Daybeacon.....	10935	Flye Island Channel Buoy 1.....	2525
EDDIE WOODS ROCK		Farm River.....	22385	Flye Island Channel Buoy 4.....	2540
FISH TRAP LIGHT.....	13500	Farm Shoals Channel.....	27345	Flying Passage.....	5040
Edgartown Harbor.....	14055	Farm Shoals Wreck Lighted		Flynns Ledge Buoy 5.....	2220
Eel Grass Ground Southeast		Buoy WR2A.....	27340	Forbes Daybeacon.....	14485
Buoy 16.....	18675	Farnham Rock Lighted Bell		Forbes Rocks North Gong	
Eel Grass Ground		Buoy 6.....	11830	Buoy 1A.....	23955
Northwest Buoy 18.....	18685	Fatal Rock Buoy.....	15535	Forbes Rocks Outer Buoy 1.....	23950
Eel Pond Entrance Buoy EP.....	13800	Felix Ledge Buoy 3.....	14550	Fore River.....	7665
EEL POND WEST JETTY		FERRIS ROCK LIGHT.....	36760	Forest River Rock	
LIGHT.....	13805	Ferry Terminal Slip 3 Fog		Daybeacon 2.....	9730
Egg Rock Bell Buoy 4.....	1820	Signal.....	32270	Forge River Channel.....	28620
Egg Rock Bell Buoy 8.....	2745	Fessenden Ledge Lighted		Fork Rock Buoy.....	16785
Egg Rock Ledge Buoy.....	3950	Bell Buoy 22.....	1320	Forties Rocks Buoy 2.....	23965
Egg Rock Light.....	1835	Fiddle Head Rock Buoy 1.....	13555	FORT ADAMS LIGHT 2.....	16405
Egg Rock North Ledge		Fiddler Cove Approach		Fort Gorges Island Ledge	
Buoy 12.....	4925	Lighted Buoy 2FC.....	15060	Buoy 4.....	7545
Eggmoggin Eastern Bell		Fiddler Ledge Daybeacon.....	3915	Fort Hale Channel.....	22560
Buoy EE.....	2770	Field Ledge Buoy 27.....	3015	FORT PICKERING LIGHT.....	9690
Eggmoggin Lighted Bell		Fields Point Channel.....	17050	Fort Point Ledge	
Buoy EG.....	2860	Fifteen-foot Rock Lighted		Daybeacon 2.....	3505
Eggmoggin Reach.....	2770	Bell Buoy.....	10015	Fort Point Light.....	3510
Eight Mile River.....	21470	Fifth Rock Buoy 2.....	1190	Fort Point Lighted Buoy 7.....	6420
Eight-Foot Rock Buoy 2.....	8430	Finch Rock Buoy 1A.....	23770	FORT POINT OUTER	
Eldridge Shoal Buoy 9.....	13725	Fir Point Ledge Buoy 3.....	2420	LIGHT.....	20840
Electric Boat.....	17850	Fire Island East End		FORT POPHAM LIGHT.....	5915
Elisha Ledge Buoy.....	16120	Channel.....	28435	FORT SCAMMEL POINT	
ELIZABETHPORT LIGHT.....	34600	Fire Island Inlet.....	27230	LIGHT 2.....	7460
Ellis Island Lighted Gong		Fire Island Light.....	695	Fort Ticonderoga Buoy 38.....	37105
Buoy 31.....	32315	Fire Island Radiobeacon.....	700	Fort Trumbull Outfall Buoy.....	20605
Ellis Reef Daybeacon ER.....	19030	Fish Creek Entrance Buoy 2.....	28520	Fort Wadsworth Gong Buoy	
Elm Point Buoy 2.....	25560	Fish Hawk Island Buoy 7.....	5385	23.....	32595
Emerald Rock Buoy.....	24210	Fish Island Flats Buoy 2.....	15455	Foss Ledges Buoy 1A.....	190
Emery Island.....	4590	Fish Island Junction Buoy F.....	23445	Foster Channel Buoy 1.....	1145
Emery Ledge Buoy.....	4570	Fish Point Lighted Buoy 1.....	7690	Foster Channel Buoy 2.....	1140
EMMS ROCK LIGHT 9.....	1275	Fish Reef Buoy FR.....	13290	Foster Creek.....	28940
Endeavor Shoals Lighted		Fisherman Island Passage.....	5325	Foster Ledges Buoy 10.....	3205
Gong Buoy 1.....	18425	Fishing Island Ledge Buoy 4.....	8200	Foster Point Shoal Buoy 1.....	5210
Endeavors Rock Daybeacon.....	10050	Fishing Point Rock Buoy 2.....	10130	Four and One Half Foot	
Enders Island Buoy 6.....	19035	Fishing Rock Daybeacon 2.....	8000	Shoal.....	36950
Englishman Bay.....	1140	Fiske Rock Buoy.....	16580	Four Foot Rock Buoy.....	5650
Enos Ledge Buoy 2EL.....	11715	FITCH POINT LIGHT 1.....	23420	Four Mile Point Anchorage	
Ensign Island Buoy 6.....	4295	Five Foot Rock Buoy 32.....	20375	Buoy A.....	35815
Ensign Island Lighted Bell		Five Islands Ledge Buoy 1.....	5575	Four-Foot Reef Buoy 1.....	36550
Buoy 1.....	4290	Five Islands Ledge		Fourfoot Rocks Buoy F.....	23740
Erie Basin.....	34165	Daybeacon 2.....	5580	Fox Creek.....	27775
ESOPUS ISLAND LIGHT		FIVEMILE POINT LIGHT.....	37080	Fox Ears Daybeacon 22.....	3885
EL.....	35385	Fivemile Point Lighted		Fox Island Thorofare.....	3790
Esopus Island North Shoal		Buoy 35A.....	37075	Fox Point Rock Buoy 3.....	8435
Buoy.....	35390	Fivemile River.....	23440	Frank Ledge Buoy F.....	20560
Essex Anchorage.....	21275	Flake Island Buoy 5.....	3345	FRANKLIN ISLAND	
Essex Bay.....	9100	Flanders Bay		LIGHT.....	4910
ESSEX FERRY DOCK		(FRENCHMAN BAY AND		Frenchman Bay.....	1805
NORTH LIGHT.....	36975	MOUNT DESERT ISLAND		FRESH POND APPROACH	
Essex River.....	9158	(Chart 13318)).....	1950	LIGHT 1.....	26830

INDEX

Friendship Harbor..... 4970
Frost Ledge Bell Buoy 7..... 915
FULLER ROCK LIGHT..... 6305

G

Gallatin Rock Buoy 3..... 13620
GALLOPS ISLAND LIGHT
7..... 10955
Gangway Ledge Buoy 2..... 5335
Gangway Rock Buoy 1..... 22295
Gangway Rock Gong Buoy
27..... 20230
Gangway Rock Lighted Bell
Buoy 2..... 18605
GANGWAY ROCK LIGHT
27A..... 20225
Gangway Rocks..... 8245
Gannet Ledge Buoy 6..... 13650
Garden Island Ledge
Daybeacon 9..... 4525
Garden Island Ledge Buoy
14..... 36670
Gardiners Bay South
Entrance..... 26140
Gardiners Island Lighted
Gong Buoy 1G1..... 26075
Gardiners Island Shoal
Buoy 1..... 26065
Garretts Lead..... 29850
Garrison Island Buoy 7..... 4995
Garrison Island Rock 6..... 4990
GARRISON MARINA
LOWER LIGHT..... 35260
Gay Cove Ledge Buoy 3..... 4780
Gay Head Light..... 630
Gay Head Lighted Gong
Buoy 29..... 14225
Gay Island Buoy 2..... 4975
Gazelle Rock Lighted Buoy 2..... 13470
Georges Island Channel..... 10980
Georges Island Rocks
Lighted Buoy 3..... 10940
Georges Rock Lighted Buoy
1..... 23190
Gerritsen Inlet..... 31625
Gibbs Rock Daybeacon..... 15720
Gig Rock Bell Buoy 7..... 4750
Gilchrist Rock Daybeacon 3..... 1250
Gilkey Harbor..... 4310
Gilley Ledge Buoy 5..... 2030
Gilpatrick Cove Daybeacon 4..... 2130
Gilpatrick Ledge Daybeacon
2..... 2125
GLASTONBURY BAR
LIGHT..... 21890
GLEN COVE
BREAKWATER LIGHT 5..... 25470
Glen Cove Entrance Buoy 1..... 25490
Glen Island Channel..... 24325
GLEN ISLAND LIGHT 15..... 24375
GLENWOOD SOUTH
DOCK LIGHT..... 34965
Glidden Ledge Daybeacon 14..... 5280
Gloucester Breakwater Light..... 9455
Gloucester Harbor
(IPSWICH BAY TO
GLOUCESTER HARBOR
(Chart 13279))..... 9450
Gloucester Harbor
(IPSWICH BAY TO
GLOUCESTER HARBOR
(Chart 13279))..... 9560
Gloucester Inner Harbor..... 9510
Goat Island Daybeacon 8..... 7970

Goat Island Ledge Lighted
Buoy 9..... 8220
Goat Island Light..... 105
Goat Island Lighted Bell
Buoy 3..... 16420
GOAT ISLAND SHOAL
LIGHT 5..... 16425
Goat Island Southeast Buoy
7..... 16435
Goat Island Southwest Buoy
1..... 16415
Goodwives River Approach..... 23465
Googins Ledge Buoy 14..... 1880
Googins Ledge Buoy 2G..... 6820
Goose Island Lighted Bell
Buoy 10G1..... 19935
Goose Ledge Buoy..... 6790
Goose Nest Buoy 8..... 6935
Goose Rock Ledge Buoy 1..... 4775
Goose Rock Passage..... 5600
Goose Rocks Light..... 3815
Goose Rocks Shoal Lighted
Bell Buoy 22..... 20360
Gooseberry Island Ledge
Buoy 2..... 6330
Gooseberry Island Ledge
Buoy 3..... 2620
Gooseberry Neck Buoy 2..... 15985
Gooseberry Rock Buoy 4..... 15990
GORDON LANDING
FERRY DOCK WEST
LIGHT..... 36595
GORDON LANDING
BREAKWATER LIGHT..... 36590
Goshen Ledge Buoy 5..... 20490
Goudy Ledge Daybeacon
South of ledge..... 6405
Gould Island Naval Security
Zone..... 16556
Gould Island Navy Torpedo
Range..... 16571
Gould Island Southwest
Shoal Buoy 2..... 16545
GOULD ISLAND SOUTH
LIGHT..... 16550
Gourlie Point Buoy 42..... 37125
Governors Island..... 25785
GOVERNORS ISLAND
LIGHT (2)..... 32320
Governors Island Extension
Light..... 32310
GOWANUS BAY WHARF
LIGHT..... 34230
Gowanus Flats Lighted
Buoy 20A..... 32250
Gowanus Flats Lighted Bell
Buoy 22..... 32255
Grand Cove..... 13400
Grand Isle Ferry Dock Fog
Signal..... 36575
GRAND ISLE FERRY
DOCK EAST LIGHT..... 36580
Grant Cove Rock Buoy 7..... 1995
Grape Island Flats Buoy 3..... 11435
Grass Hassock Channel..... 31770
Grassy Bay..... 31915
GRASSY HAMMOCK
LIGHT 8..... 23300
GRASSY ISLAND LEDGE
LIGHT..... 14400
GRASSY POINT LIGHT..... 35130
Gravesend Bay..... 32660
Gravesend Bay Wreck
Lighted Buoy WRG..... 32235
GRAVING DOCK 3
SOUTH LIGHT..... 20625

GRAVING DOCK SOUTH
LIGHT..... 20610
Great Aquavita Daybeacon..... 9670
Great Bar Buoy 7..... 1215
Great Bay Entrance Buoy 6..... 8445
GREAT BEDS LIGHT..... 33710
Great Captain Island Light..... 20150
Great Captain Island West
Reef Buoy 2..... 23735
Great Captain Rocks Buoy 2..... 23925
Great Chazy River Boat
Channel..... 36355
Great Cove Entrance
Lighted Buoy..... 27835
Great Duck Island Light..... 2245
Great Duck Island
Radiobeacon..... 2246
Great Faun Bar Daybeacon
6A..... 10310
Great Harbor..... 14320
Great Island Channel..... 31150
GREAT ISLAND FISH
TRAP LIGHT..... 13465
Great Kills Flats Buoy 4..... 32715
Great Kills Harbor..... 32720
GREAT KILLS LIGHT..... 32720
Great Ledge Buoy 6..... 15500
Great Neck Creek..... 27740
Great Peconic Bay
(SHELTER ISLAND
SOUND AND PECONIC
BAYS (Chart 12358))..... 26940
Great Peconic Bay (Great
Peconic Bay)..... 26950
Great Peconic Bay
(SHELTER ISLAND
SOUND AND PECONIC
BAYS (Chart 12358))..... 27048
Great Pig Rocks Lighted
Bell Buoy 4..... 330
Great Reef Buoy 28..... 20085
Great Rock Daybeacon 4A..... 13495
Great Round Shoal Channel..... 12790
Great Salt Pond..... 18325
Great Sand Creek..... 30595
Great Sippewisset Rock
Daybeacon..... 15010
Great South Bay..... 27345
Great South Beach..... 28270
Great Spruce Head Ledge
Buoy 3..... 3400
Green Harbor..... 11850
Green Island Bell Buoy G1..... 3765
Green Island Ledge Buoy 2..... 3770
Green Island Ledge Buoy 4..... 3038
Green Island Ledge Buoy 4..... 6760
Green Island Passage..... 6845
Green Island Reef Buoy 4..... 6845
Green Island Seal Ledges
Whistle Buoy SL..... 3210
Green Island Sunken Ledge
Buoy 11..... 3730
Green Jacket Shoal Buoy 2..... 17125
Green Ledge Bell Buoy 2..... 3420
Green Ledge Buoy 3..... 3180
Green Ledge Buoy 9..... 2755
GREEN LEDGE LIGHT 4..... 3425
Green Ledge Lighted Buoy 4..... 3645
Green Point Lighted Buoy..... 37310
Green Pond..... 13810
Green Rock Daybeacon 2..... 9560
Greening Island Buoy 6..... 2165
Greening Island Buoy 8..... 2170
Greenleaf Ledge Buoy 21..... 5690
GREENPOINT TERMINAL
LIGHT 1..... 25730

INDEX

GREENPORT HARBOR		Hammonasset Point Reef		Hen and Chickens South	
LIGHT 8A.....	26400	Buoy 10.....	20330	Lighted Buoy 2.....	24125
Greenport Harbor		Hammonasset River.....	22156	Hen and Chickens West	
Obstruction Buoy.....	26415	Hampton Harbor.....	8610	Buoy 4.....	24140
Greens Cove Channel.....	35185	Hampton Inner Harbor		Hen and Chickens Lighted	
Greens Harbor.....	20675	South Channel.....	8666	Gong Buoy 3.....	14650
Greens Ledge Light.....	20090	Handkerchief Shoal.....	12975	Hen Island Ledge.....	6450
Greenwich Bay.....	17950	Handkerchief Shoal Buoy 12.....	12780	Hen Island Ledge Buoy 1.....	8425
Greenwich Bay Approach.....	17920	Handy Point Shoal Buoy 13.....	15170	HENDERSON POINT	
Greenwich Cove.....	23765	Hangman Island Ledge		LIGHT 10.....	8225
Greenwich Harbor.....	23870	Daybeacon 3.....	11040	Hendricks Harbor.....	5545
Greenwich Point.....	23780	Hanus Ledge Buoy HL.....	2720	Hendricks Head Buoy 8.....	5565
Griffin Ledge Buoy 8.....	4755	Harbor Island Aquaculture.....	2321	HENDRICKS HEAD LIGHT.....	5570
Griffith Head Ledge Buoy.....	5530	Harbor Island Bell Buoy 1.....	2320	Hendrickson Point Buoy 3.....	4595
GRINDEL POINT LIGHT.....	4315	Harbor Island Ledge Buoy 5.....	2650	Henrietta Rock Buoy 6.....	15315
Grindel Point Lighted Bell		Harbor Island Ledge		Herod Point.....	20450
Buoy 2.....	4310	Daybeacon 4.....	2625	Heron Channel Ledge Buoy	
Grindstone Ledge Buoy 22.....	4580	Harbor Island Lighted Buoy		4.....	3680
Grindstone Ledge Daybeacon.....	1895	6.....	6395	Heron Neck Light.....	3685
Grindstone Ledge Junction		Harbor Island Point Buoy 1.....	6400	Herring River.....	13240
Buoy GL.....	1890	Harbor Island Rock Buoy 2.....	4950	HESS DOCK	
Groton Long Point Buoy 22.....	18715	Harbor Island West Bell		DIRECTIONAL LIGHT.....	33965
Groton Outfall Lighted Buoy.....	20587	Buoy HI.....	2615	HESS DOCK RANGE.....	33970
Guilford Harbor.....	22160	Harbor Ledge Bell Buoy.....	3165	Hewes Ledge Buoy 1.....	3430
GULFPORT PILE LIGHT A.....	34120	Harbor Navy Yacht Club		Hewes Ledge Buoy 2.....	3435
Gull Island Reef.....	36525	Racing Buoy E.....	16485	Hewlett Bay Extension.....	29645
Gull Ledge Buoy 1.....	3405	Harbor Point Buoy 3.....	1905	Hewlett Point Lighted Buoy	
Gull Rock Ledge Bell Buoy		Harbor Rock Buoy 4.....	9425	29.....	20240
12GRL.....	4870	Harbor Rock Lighted Buoy		Hick Rocks Buoy 6.....	8215
Gull Rocks Shoal Buoy 7.....	16510	14.....	24370	Hicks Ledge Junction Buoy	
Gull Rocks South Buoy.....	16490	Harding Ledge Buoy 10.....	5625	HL.....	24130
Gunboat Shoal Lighted Bell		Harding Ledge Buoy 7.....	2035	Hicks Rock Daybeacon 2.....	8450
Buoy 1.....	185	Harding Ledge Lighted Bell		HIGH HEAD FISH TRAP	
Gunning Rocks Buoy 1.....	4695	Buoy 1HL.....	395	LIGHT.....	12408
Guptill Ledge Daybeacon 6.....	1915	Hardwood Island Buoy 6.....	2355	High Island East Shoal	
Guptill Point Buoy 4.....	1910	Harmon Harbor Buoy 2.....	5540	Buoy 1.....	22275
Gurnet Point Bell Buoy GP.....	11875	Harraseket River.....	6810	High Pine Ledge Buoy 10.....	11870
Gurnet Rock Buoy 2.....	11880	Harriman Ledge Buoy 9.....	2555	High Rock Buoy H.....	20935
H		HARRYS ROCK LIGHT 10.....	11170	HIGHLAND FALLS	
Hackensack River.....	34830	Hart Cove Channel.....	28710	MARINA LIGHT.....	35255
Haddock Island Kelp Ledge		Hart Island East Side Gong		Highland Light.....	475
Buoy.....	4940	Buoy 1.....	24250	Highland Radiobeacon.....	476
Haddock Island Ledge Buoy		Hart Island Light 46.....	20245	Highlands Light.....	32335
1.....	4945	Hart Island North Buoy 3.....	24255	Hills Shoal Buoy H.....	36425
Haddock Ledge Buoy 2.....	4305	Hart Ledge Buoy 1.....	4655	Hilton Point Buoy 23.....	5710
Haddock Rock Buoy 3.....	6635	HARTFORD JETTY		Hingham Bay (BOSTON	
Hadley Harbor.....	14465	LIGHT 143.....	22025	HARBOR (Chart 13270)).....	11140
Hadley Rock Buoy.....	14465	Harthorne Ledge Buoy 5.....	1495	Hingham Bay (BOSTON	
HALF MOON BAY.....	35092	HARWICH FISH TRAP		HARBOR (Chart 13270)).....	11400
Halfmile Rock Buoy 4.....	16030	LIGHT.....	12962	Hingham Bay Channel.....	11165
Halfmoon Shoal Lighted		Haskell Island.....	6630	Hingham Harbor Approach.....	11455
Bell Buoy 18.....	12880	Haskell Island Reef Buoy 3.....	6645	Hingham Harbor Channel.....	11490
Half tide Ledge Buoy 11.....	1870	Haskell Ledge Buoy 12.....	2950	Hockomock Channel.....	5025
Half tide Ledge Buoy 3.....	1955	Hassock Channel.....	30010	Hodgdon Ledge Buoy 19.....	5680
Half tide Ledge Daybeacon 22.....	5805	Hat Island Ledge Buoy 4.....	2670	Hodges Rock Buoy 2.....	13615
Half tide Rock Buoy HR.....	13485	Hatchett Reef Buoy 1.....	20275	HOG BACK LIGHT 18.....	25690
Half tide Rock Daybeacon 9.....	7930	Hatchett Reef Buoy 6.....	19865	Hog Island Channel	
Half tide Rock Daybeacon 8A.....	1655	Hathaway Point Buoy 3.....	36505	(MARTHA'S VINEYARD	
Half tide Rocks Buoy 2.....	10385	Hathorn Rock Buoy.....	6165	TO BLOCK ISLAND	
Halfway Rock Buoy 4.....	210	Hay Island Ledge Buoy 4.....	2775	(Chart 13218)).....	14770
Halfway Rock Daybeacon.....	16575	Hay Island Lighted Mooring		Hog Island Channel	
Halfway Rock Light.....	35	Buoy NDD.....	20095	(Hempstead Bay).....	29690
Halfway Rock Radiobeacon.....	36	Haycock Rock Daybeacon 9.....	2940	Hog Island Rock Buoy 3.....	16700
Halibut Hole.....	1940	Head Harbor Island Buoy 6.....	1380	Hog Island Shoal Light.....	16670
Halibut Ledge Buoy 2.....	3610	Head of Bay.....	31860	Hog Island Southwest Point	
Halibut Point Lighted Gong		Hedge Fence Lighted Gong		Buoy 2.....	16735
Buoy 1AHP.....	250	Buoy 22.....	12920	Hogback Reef Buoy 13.....	36720
Halibut Rock Buoy 2B.....	4435	Hedge Fence West End Buoy.....	12955	Hogs Back North Buoy N.....	35550
HALIBUT ROCKS LIGHT.....	2695	HELL GATE LIGHT 19.....	25695	Hogshead Rock Lighted Bell	
Halifax Island Reef Buoy 3.....	1165	Hempstead Bay.....	29335	Buoy 1.....	11690
Hallock Bay.....	26383	Hempstead Harbor.....	25455	Holbrook Ledge Buoy 6.....	5370
Hamburg Cove.....	21350	Hen and Chickens Buoy.....	20285	Hookers Rock Buoy 3.....	22305
Hamlin Point Rocks Buoy 4.....	15005	Hen and Chickens Buoy 1A.....	23720	Hope Island Lighted Bell	
		Hen and Chickens North		Buoy 2.....	6865
		Buoy 6.....	24145	Horse Ledge Lighted Buoy	
				17.....	1305

INDEX

Horseshoe Cove Buoy 1.....	2875
Horseshoe Ledge Buoy 1.....	2265
Horseshoe Ledge Daybeacon.....	2870
Horseshoe Reef Buoy 26.....	18730
Horseshoe Shoal Buoy 7.....	13710
Horseshoe Shoal Lighted Buoy 20.....	12895
Horseshoe Shoal South End Buoy HS.....	36415
Horseshoe Shoal West Part South End Buoy 2.....	12910
Horseshoe Shoal Wreck Buoy WR.....	13715
Horton Point Light.....	19910
Horton Point Radiobeacon.....	19911
Hosmer Ledge Daybeacon 2.....	3465
Hospital Cove Buoy 3.....	15125
HOSPITAL POINT.....	9600
Hospital Shoal Buoy 3.....	10985
Houghs Neck Channel.....	11120
Housatonic River.....	22755
House Island Buoy 1.....	7080
Howard Ledges Buoy 21.....	2845
Howell Creek.....	27750
Howland Ledge Buoy 8.....	11835
Huckleberry Island Lighted Buoy 2.....	24215
HUDSON CITY LIGHT.....	35765
Hudson River (Above Troy Lock).....	36260
Hull Gut Channel.....	11140
Hulls Cove Buoy 4.....	1865
Humarock Lighted Whistle Buoy H.....	450
Hummocks Rock Buoy.....	16235
Humpkins Islet Shoal Buoy 14.....	2975
Hunt Ledge Buoy.....	10890
Hunting Island Daybeacon 4.....	5520
Huntington Bay.....	24795
Hupper Island Ledge Buoy 1.....	4725
Hupper Point Buoy.....	4730
Hupper Rocks Buoy 6.....	4735
Hurricane Ledge Buoy 6.....	4515
Hurricane Sound.....	3735
Hursell Rock Gong Buoy 3.....	15285
Hussey Rock Buoy 1.....	15545
Hussey Rock Buoy 1HR.....	100
Hussey Sound.....	6965
Hutchinson River.....	24425
Hyannis Harbor.....	13475
Hyannis Port Buoy 1.....	13510
Hyannis Yacht Club.....	13561
Hypocrite Channel.....	10385
Hypocrite Ledge Daybeacon 2.....	5175

I

ICE HOUSE LIGHT 5.....	20735
INDIAN HILL LIGHT 29.....	20860
INDIAN KILL SOUTH LIGHT.....	35395
Indian Reef Buoy 1.....	22165
Indian Reef Southwest Buoy 16.....	20345
INDIAN TOWN EAST BREAKWATER LIGHT.....	20310
Inez Rock Buoy 11.....	15525
Ingalls Ledge Buoy 6.....	1990
Inner Bay Ledges.....	4020
Inner Bay Ledges Buoy 5.....	3780
Inner Cove Rock Buoy 1.....	23800
Inner Grindstone Ledge Buoy 16.....	4560
Inner Ledge Daybeacon 3.....	3290

Inner Ledges Buoy 6.....	4255
Inner Ledges Daybeacon 3.....	4280
Inner Reef North Buoy 5.....	22290
Inner Reef South Buoy 4.....	22310
Inner Seal Rock Channel Buoy 1.....	11400
Interval Shoal Buoy 3.....	6590
Intrepid Rock Buoy 1R.....	18710
Inwood Channel Buoy 2.....	31855
IPSWICH LIGHT.....	8990
Ipswich River.....	9020
Iron Point Ledge Daybeacon 11.....	3840
Island End Flats Buoy 2.....	10555
Island End Point Buoy 4.....	10560
Island End River.....	10565
Isle Au Haut Bay.....	3235
ISLE AU HAUT LIGHT.....	3280
Isle Au Haut Thorofare.....	3295
ISLE LA MOTTE LIGHT M.....	36350
Isle of Springs Daybeacon 1.....	5660
Isleboro Ledge Buoy 9.....	3440
Isles of Shoals Bell Buoy IS.....	205
Isles Of Shoals Light.....	215
Isleboro Island Lighted Bell Buoy H.....	4345

J

Jack Rock Buoy 3JR.....	11705
Jack Rock Daybeacon 5A.....	5900
Jackknife Ledge Buoy 1JK.....	5870
Jacobs Point.....	20430
JAFFREY POINT LIGHT 2A.....	8485
Jake Reef Buoy 2J.....	23825
James and Willies Ledge Buoy 1.....	3670
James Creek.....	26920
James Longstreet Lighted Buoy WRJL.....	12320
Jameson Point Ledge Daybeacon 10.....	5005
Jamestown Bridge Fog Signal.....	17725
JAMESTOWN BRIDGE TRETTLE LIGHT.....	17730
Jamestown Yacht Club Racing Buoy D.....	16480
Jamison Ledge Buoy 5.....	6375
Jeffries Point Wreck Buoy WR.....	10735
Jenks Ledge Buoy 2JL.....	4770
Jericho Bay.....	2680
Jerry Ledge Buoy 1.....	1585
Jims Point Buoy 10.....	2560
Joe Beach Ledge Buoy 4.....	10140
Johns Bay.....	5140
Johns Island Sunken Ledge Buoy J.....	2613
Johns Ledge Bell Buoy 2JR.....	6860
Johns River Ledge Buoy 2.....	5150
Johnson Bay.....	881
Johnson Creek.....	23025
Johnson Rock Buoy 3.....	6850
Jones Inlet.....	29100
Jones Ledge Buoy.....	17700
Jones Ledge Buoy 14.....	7200
Jones Rock Buoy 11.....	36705
JONES ROCK LIGHT 3.....	23750
Jordan Point Daybeacon 9.....	7873
Jordan Reef Buoy 6.....	7405
Jordans Delight Ledge Buoy 2.....	1590
JOSHUA POINT LIGHT.....	20355
Jumper Ledge Buoy.....	1175

JUNIPER ISLAND LIGHT.....	36895
Juniper Island Reef Buoy 1.....	36900
Juniper Island Rock Buoy 2.....	36905
Juniper Ledge Buoy JL.....	36890
JUNIPER POINT LIGHT 6A.....	14355
Junken Ledge Buoy J.....	3970

K

Keel Rock Buoy 3.....	15555
Kelly Bay Point E Railroad Light.....	36310
Kelly Rock Bell Buoy 2.....	10930
Kelp Ledge Buoy 3.....	1200
KELSEY POINT BREAKWATER LIGHT.....	22090
Kennebec River.....	5890
Kennebec River Approach.....	5870
Kennebec River Entrance Buoy 3.....	5885
Kennebunk River.....	8020
Kennebunkport.....	7990
Kennebunkport Security Zone.....	7987
KENNEDY AIRPORT DOCK LIGHT C.....	31925
Kerby Middle Ground Buoy 36.....	37090
Kettlebottom Daybeacon.....	10045
Keyport Harbor.....	33650
Kickamuit River.....	17510
Kill Pond Bar Lighted Whistle Buoy KP.....	13275
Kill Van Kull.....	34490
Killick Stone Island Buoy 2.....	4955
Kimberly Reef Lighted Horn Buoy KR.....	19925
King Bay.....	36355
KINGS POINT LIGHT.....	25570
Kingston Bridge Fog Signal.....	35525
Kingston Channel.....	12051
KINGSTON FLATS LIGHT KF.....	35500
Kittery Bridge Bypass Buoy 2.....	8265
Kittery Flats Buoy 18.....	8260
Kitts Rocks Lighted Whistle Buoy 2KR.....	175

L

L'Hommedieu Shoal Buoy 11.....	13745
La Motte Passage.....	36405
Laireys Narrows.....	3750
Lake Champlain Underwater Preserve.....	36820
LAKE MEMPHREMAGOG.....	37275
Lake Montauk.....	18530
Lake Tashmoo.....	14150
Lamprey River.....	8446
Larabees Point Buoy 37.....	37095
Larchmont Harbor (East Entrance).....	24110
Larchmont Harbor (South Entrance).....	24125
LATIMER REEF LIGHT.....	18665
Latimer Reef North Buoy N.....	18645
LAWRENCE POINT LEDGE LIGHT LP.....	26050
Lazygut Ledge Buoy 6.....	2930
Leach Rock Buoy 7.....	3095
Leaches Island Channel.....	8555
Leadbetter Narrows.....	3785
Leadville Lighted Buoy.....	37295
Leighton Ledges Buoy 4.....	1255

INDEX

Leonardo Channel.....	32830	Lone Rock Buoy 4LR.....	15560	M	
Leonardo Security Zone.....	32800	Lone Rock Buoy 5.....	615		
Lermond Cove Channel		Lone Rock Lighted Buoy.....	14960	Machaux Rock Lighted Bell	
Buoy 2.....	4155	Long Bar Buoy.....	31745	Buoy 6.....	24300
Lewis Bay.....	13515	LONG BASIN LIGHT 6.....	11675	Machias River.....	1120
Lewis Rock Buoy 3A.....	2050	LONG BEACH BAR LIGHT.....	26382	Machias Seal Islands Light.....	1065
Lewis Rock Buoy 9.....	19775	Long Cove Buoy 2.....	4635	Mack Point Channel	
Lewis Yacht Club Racing		Long Cove Ledge Buoy 2.....	4390	Lighted Bell Buoy 5.....	4375
Buoy C.....	16475	Long Creek.....	30370	Mack Point Channel	
Libby Island Light.....	1090	Long Island Buoy 7.....	2360	Lighted Buoy 6.....	4380
Liberty Island Lighted Gong		LONG ISLAND HEAD		Mackerel Cove.....	2410
Buoy 29.....	32305	LIGHT.....	10400	Mackerel Cove Lighted	
LIDO BEACH LIGHT.....	30315	Long Island Head Lighted		Buoy 1.....	6585
Lighthouse Channel.....	7565	Buoy 13.....	10405	Mackerel Ledge Buoy 5.....	3175
LIGHTING COMPANY		Long Island Lighted Gong		MacMahan Island Ledge	
BOOM LIGHT.....	24545	Buoy 11.....	2260	Daybeacon 1.....	5600
Lime Rock Daybeacon 23.....	5810	Long Island Shoal Buoy 8.....	11025	MacMahan Ledge Buoy 2.....	5590
Lincolnville Bell Buoy 7.....	4300	Long Ledge.....	2470	Madaket Harbor.....	13960
Linekin Bay.....	5350	Long Ledge Bell Buoy 2.....	2730	MAGAZINE POINT	
Lionhead Rock Buoy 13.....	26170	Long Ledge Buoy 3.....	1230	LEADING LIGHT MP.....	35285
Little Aquavita Daybeacon.....	9675	Long Ledge Daybeacon.....	2735	MAGOG RANGE.....	37315
Little Bay (PORTSMOUTH		Long Ledge Daybeacon 2A.....	2120	Mahoney Island Buoy 11.....	2765
TO DOVER AND		Long Ledge Lighted Gong		Mahoney Island Ledge	
EXETER (Chart 13285)).....	8425	Buoy 1.....	2200	Buoy 2.....	2760
Little Bay (HEMPSTEAD		LONG NECK POINT		Main Channel (Cohasset	
HARBOR TO TALLMAN		PIER LIGHT.....	20100	Harbor).....	11655
ISLAND (Chart 12366)).....	25605	LONG POINT LIGHT.....	12390	Main Channel (Vineyard	
Little Birch Island Point		Long Point Shoal Lighted		Sound).....	14175
Bell Buoy 6.....	6715	Bell Buoy 3.....	12395	Main Channel (New	
Little Boars Head Buoy 1C.....	225	Long Pond Shoal Buoy 8.....	2070	Bedford Harbor).....	15280
Little Breaking Ledge		LONG REACH LOWER		Main Channel (FISHERS	
Lighted Gong Buoy 1.....	1185	LIGHT 14.....	20785	ISLAND SOUND (Chart	
Little Goshen Reef Buoy 3.....	20485	LONG REACH UPPER		13214)).....	18605
Little Gull Island Light.....	18410	LIGHT 17.....	20800	Main Channel (NEW	
Little Gull Island		Long Rock Buoy 4.....	21150	YORK HARBOR (Chart	
Radiobeacon.....	18411	Long Sand Shoal East End		12327)).....	32230
Little Gull Island Reef		Buoy E.....	19875	Main Channel (The Gut	
Buoy 1.....	18415	Long Sand Shoal Lighted		North Entrance).....	36455
Little Harbor		Bell Buoy 8A.....	19895	Main Channel South	
(PORTSMOUTH TO		Lookout Point Buoy 10.....	6800	Approach.....	32325
DOVER AND EXETER		Lords Passage Lighted		Main Passage (RIVIERE	
(Char 13285)).....	8475	Whistle Buoy L.....	18585	RICHELIEU TO SOUTH	
Little Harbor (WOODS		Lovers Island Rock Buoy 5.....	22370	HERO ISLAND (Chart	
HOLE (Chart 13235)).....	14285	Low-Water Rock Daybeacon		14781)).....	36430
Little Haste Daybeacon.....	10075	8.....	2000	Main Passage	
Little Ida Lewis Rock		LOWELL ROCK LIGHT 2.....	4210	(CUMBERLAND HEAD	
Daybeacon 6.....	16430	Lower Basket Ledge.....	7155	TO FOUR BROTHERS	
Little Ledge Buoy 11.....	1285	Lower Clapboard Island		ISLANDS (Chart 14782)).....	36555
LITTLE MARK ISLAND		Ledge Buoy 12.....	7195	Main Passage (FOUR	
MONUMENT LIGHT.....	6575	LOWER COAL DOCK		BROTHERS ISLANDS TO	
Little Mermaid Rock Buoy 6.....	22375	LIGHT 40.....	20905	BARBER POINT (Chart	
Little Nanhook Obstruction		Lower Gangway Ledge		14783)).....	36950
Buoy.....	24015	Buoy 4.....	4505	Main Passage (BARBER	
Little Narragansett Bay.....	18780	Lower Hudson River (NEW		POINT TO WHITEHALL	
Little Neck Bay Approach.....	25560	YORK TO WAPPINGER		(Char 14784)).....	37030
Little Peconic Bay.....	26800	CREEK (Chart 12343)).....	34955	Malaga Island Buoy 1.....	6425
Little Quamino Rock Buoy.....	11650	Lower Hudson River (NEW		Mallets Bay Rock Buoy.....	36690
Little River.....	1045	YORK TO WAPPINGER		Mamaroneck Harbor.....	23970
Little River Buoy B.....	5195	CREEK (Chart 12343)).....	35030	Manana Island Fog Signal	
Little Sheepscot River.....	5590	Lower Hudson River		Station.....	20
Little Whaleboat Island.....	6765	(WAPPINGER CREEK TO		Manana Island Radiobeacon.....	21
Little Whaleboat Ledge		HUDSON RIVER).....	35340	Manana Island Fog Signal	
Buoy 2.....	6745	Lower Middle Channel.....	10685	Station.....	4860
Lloyd Harbor.....	25045	Lower Middle Ground Buoy		Manana Island Lighted	
Lloyd Point Shoal Lighted		5.....	1605	Whistle Buoy 14M.....	4865
Gong Buoy 15.....	20110	Lubec Channel.....	850	Manana Island Northwest	
Lobster Cove Daybeacon		Lucas Shoal Buoy LS.....	14210	Rock Buoy 7.....	4885
13A.....	9260	Luckse Sound.....	6855	Manasquan Inlet.....	37340
Lobster Rocks Daybeacon		Lugano Canal.....	27734	Manasquan Inlet Lighted	
13A.....	9860	Lumber Rock Buoy 6.....	15995	Bell Buoy 2M.....	815
Locust Point Buoy 46A.....	20255	Lumbo Ledge Buoy.....	6510	MANASQUAN INLET	
Londoner Rock Daybeacon.....	290	Lynde Point Light.....	21180	NORTH BREAKWATER	
Lone Hill Entrance Lighted		Lynn Harbor.....	10160	LIGHT 4.....	775
Buoy 1.....	28050			Manasquan Inlet South	
Lone Rock Buoy.....	13690			Breakwater Light 3.....	780
Lone Rock Buoy 1.....	14095			Manchester Channel.....	9756

INDEX

Manhasset Bay.....	25520	McFarland Island Daybeacon.....	5450	MILL ROCK	
MANHATTAN BASE PIER		McFarland Point Lighted		NORTHERLY LIGHT.....	25700
LIGHT.....	25815	Buoy 1A.....	5440	Milton Harbor.....	24050
MANRESA ISLAND		McFarlands Ledges Buoy 2.....	5145	Milton Point Buoy 40A.....	20175
SOUTHERLY LIGHT.....	23360	McIntosh Ledge Buoy 1.....	3935	Mink Island Ledge Buoy 5.....	1080
Manursing Island Reef		McKown Point Ledge Buoy.....	5455	Minot Ledge Buoy 10.....	4335
Buoy 1.....	23930	McNEIL COVE FERRY		Minots Ledge Light.....	400
MARASPIN CREEK		DOCK NORTH LIGHT.....	36985	Mishaum Ledge Lighted	
ENTRANCE LIGHT.....	12280	Medomak River.....	5045	Gong Buoy 5.....	14685
Marblehead Channel		Meeting House Creek.....	27097	Missisquoi Bay.....	36535
(SALEM AND LYNN		Megansett Harbor.....	15055	Mistake Harbor Buoy 1.....	1360
HARBORS (Chart 13275)).....	10000	Menantic Creek.....	26741	Mitchell River.....	13070
Marblehead Channel		Menemsha Creek.....	14580	Mitchell Rock Gong Buoy 3.....	16455
(SALEM AND LYNN		Merchant Island Ledge		MOHEGAN DIKE.....	20835
HARBORS (Chart 13275)).....	10045	Buoy 1.....	3325	Molson Island Lighted Buoy.....	37300
Marblehead Harbor.....	10030	Merchant Row.....	3050	Monhegan Island Approach.....	4855
MARBLEHEAD LIGHT		Merchant Row Buoy 9.....	3065	Monhegan Island Gong	
(GEORGES BANK AND		Merepoint Point Buoy 20.....	7185	Buoy 3.....	4875
NANTUCKET SHOALS		Merrick Bay.....	30695	Monhegan Island Light.....	4855
(Chart 13200)).....	325	Merrick Point Channel.....	30790	Monhegan Island Light.....	15
MARBLEHEAD LIGHT		Merriconeag Sound Approach.....	6550	Monomoy Island Daybeacon	
(Marblehead Harbor).....	10040	Merrill Ledge.....	5700	B.....	12760
Marine Parkway Bridge Fog		Merrill Ledge Daybeacon		Monroe Island Bell Buoy 3.....	4005
Signal.....	31615	22A.....	5705	MONROE ISLAND LIGHT.....	4000
Mark Island Bell Buoy 1.....	1195	Merrimack River.....	8670	Montauk Channel Shoal	
Mark Island Junction		Merriman Ledge Buoy 29.....	2900	Buoy 1S.....	18465
Lighted Gong Buoy M1.....	1885	Merriman Ledges Buoy 7.....	6620	MONTAUK EAST JETTY	
Mark Island Ledge Buoy 1.....	6570	Merry Island Daybeacon 13.....	5275	LIGHT 1.....	18455
Mark Island Ledge Buoy 2.....	6325	Metinic Island Ledge Buoy.....	4670	Montauk Harbor.....	18475
Mark Island Point		Mianus River Buoy 1MR.....	23860	Montauk Harbor Entrance	
Daybeacon.....	4185	Mid Hudson Bridge Fog		Lighted Bell Buoy M.....	18450
MARK POINT LIGHT.....	955	Signal.....	35360	Montauk Harbor West Side	
MAROMAS MOORING		Midchannel Ledge Buoy 10.....	3070	Daybeacon.....	18470
DOLPHIN LIGHT.....	21710	Middle Bay.....	6790	Montauk Point Lighted	
MAROMAS PIER SOUTH		Middle Black Rock		Whistle Buoy MP.....	665
LIGHT.....	21700	Daybeacon.....	1180	Montauk Point Light.....	670
Marratooka Point.....	26910	Middle Channel.....	24350	Montauk Point Radiobeacon.....	671
Mars Ledge Daybeacon 5.....	5555	Middle Clump Buoy 19.....	18700	MONTAUK YACHT	
Marsh Cove Ledges Buoy 1.....	3270	Middle Ground Buoy.....	16705	CLUB LIGHT.....	18565
Marshall Island Buoy 3.....	2660	Middle Ground Buoy 4.....	10100	Montcalm Landing Buoy 39.....	37110
Marshall Ledge Buoy 4.....	4700	Middle Ground Buoy MG.....	14905	Monument Bar Daybeacon 1.....	9865
Marshall Point Ledge Buoy 2.....	4720	Middle Ground East End		Moon Ledge Buoy 9.....	2005
Marshall Point Light.....	4705	Buoy.....	14175	Moosabec Bar Buoy 12.....	1290
Marshall Point Lighted		MIDDLE GROUND		Moosabec Reach.....	1245
Whistle Buoy MP.....	4665	FLATS WEST CHANNEL		Moose Island Rock Buoy 24.....	3010
Marshall Point Shoal Buoy.....	4715	LIGHT 2.....	35770	Moose Peak Light.....	1350
Martin Ledge Buoy 4.....	365	Middle Ground Lighted Bell		Moose Rock Daybeacon M.....	1225
Martin Point Buoy 8.....	4965	Buoy 27.....	14195	Morgan Bay.....	2570
Mary Ann Rocks Lighted		Middle Hudson River.....	35495	Moriches Bay.....	28380
Whistle Buoy 12.....	12180	Middle Ledge Buoy 13.....	5635	Moriches Inlet.....	27220
Massachusetts Bay Foul		Middle Ledge Buoy 2.....	15540	Morris Canal Entrance	
Area Lighted Buoy.....	342	Middle Ledge Daybeacon 2.....	5215	Buoy 1.....	34950
Massapequa Cove.....	31520	Middle Ledge East Danger		Morris Canal Wreck Buoy	
Massapequa Creek.....	31250	Buoy.....	14397	WR2A.....	34945
MATINICUS HARBOR		Middle Ledge West Danger		Morris Rock Warning Buoy.....	24850
LIGHT 2.....	3170	Buoy.....	14425	Morse Ledge Daybeacon 1.....	4970
Matinicus Inner Breaker		Middle Reef Northeast End		Morton Ledge Buoy 2.....	1025
Buoy 2.....	3135	Buoy 2.....	36445	Moser Ledge Buoy ML.....	4890
Matinicus Island Lighted		Middle Reef South Shoal		Mosher Ledge Buoy 4A.....	15300
Bell Buoy 9M1.....	3200	Buoy 1.....	36455	Mosher Ledge South	
Matinicus Rock Light.....	3120	Middle Rock Buoy 4.....	3385	Lighted Bell Buoy 4.....	15290
Matinicus Rock Whistle		Middle Rock Buoy 5.....	2140	Moshier Ledge Buoy 2A.....	6810
Buoy 12MR.....	3125	Midway Shoal Buoy MS.....	26085	Mosquito Island Bell Buoy	
Matinicus Rock Light.....	10	Mile Ledge Lighted Bell		2M1.....	4685
Matinicus Rock Radiobeacon.....	11	Buoy 20ML.....	5485	Mosquito Island Ledge	
Matinicus South Breaker		Milford Harbor.....	22715	Buoy 2.....	4690
Buoy MSB.....	3130	Military Ocean Terminal		Mott Point Bell Buoy 6.....	25465
Mattapoisett Harbor.....	15605	Danger Buoy.....	34391	Motte Reef.....	36335
Mattituck Creek.....	20415	Mill Basin Channel		Moulton Ldg, Lighted Bell	
Mattituck Inlet.....	20390	Junction Buoy.....	32020	Buoy ML.....	1740
MAURER NORTH RANGE.....	33945	Mill Cove.....	7590	Mount Desert Light (BAY	
Maurer Rock Lighted Buoy		Mill Creek (Hallock Bay).....	26425	OF FUNDY TO CAPE	
A.....	33955	Mill Creek (Shelter Island		COD (Chart 13260)).....	5
MAURER SOUTH RANGE.....	33930	Sound South Channel).....	26750	Mount Desert Light (Blue	
MAXFIELD POINT LIGHT.....	37290	Mill Point Daybeacon 1.....	5445	Hill Bay Approach).....	2240
Mayflower Ledge Buoy 8.....	9490				

INDEX

Mount Hope Bay (NARRAGANSETT BAY (Chart 13221)).....	17325	National Dock Channel.....	34460	Newport Yacht Club Racing Buoy A.....	16465
Mount Hope Bay (NARRAGANSETT BAY (Chart 13221)).....	17370	Nats Rock Buoy 5.....	1235	Newport-Jamestown Bridge Fog Signal.....	16500
Mount Hope Bay (NARRAGANSETT BAY (Chart 13221)).....	17460	Nauset Beach Light.....	490	Newton Rock Bell Buoy NR.....	17685
Mount Misery Shoal Buoy 11.....	20025	Naushon Lighted Bell Buoy 28.....	14205	Niantic River.....	20970
Mount Sinai Approach Buoy M.....	24460	Nautilus Rock Buoy 1A.....	3450	Nick Ledge Daybeacon 2.....	5545
MOUNT SINAI BREAKWATER LIGHT.....	24465	Navesink River.....	33240	Nine Foot Rock Buoy 3.....	9420
Mount Sinai Harbor.....	24460	Nebraska Shoal Buoy 2NS.....	18065	Nissequogue River.....	24700
Mouse Island Reef Buoy 3.....	3940	Ned Point Light.....	15655	Nixes Mate Daybeacon.....	10965
Mud Creek Entrance Lighted Buoy 2.....	27975	Neds Creek West Branch.....	30720	Nixes Mate Lighted Bell Buoy 11.....	10390
Mumford Cove.....	19650	Negro Bar Channel.....	31825	NOAA Data Lighted Buoy 44005.....	825
Murphy Ledge Daybeacon 9.....	5000	Negro Heads Lighted Buoy 28.....	20370	NOAA Data Lighted Buoy 44011.....	830
Murray Rock Buoy 2MR.....	165	Negro Island Bar Buoy 6.....	7920	NOANK LIGHT 5.....	19085
Muscle Ridge Channel.....	4485	Neponset River.....	10800	Nobska Point Ledge Buoy 18.....	13840
Muscongus Bay (MUSCONGUS BAY (Chart 13301)).....	4760	New Bedford Approach Channel Buoy 10.....	15345	Nobska Point Light.....	14185
Muscongus Bay (MUSCONGUS BAY (Chart 13301)).....	4900	New Bedford Channel.....	15355	Nobska Point Radiobeacon.....	14186
Muscongus Bay (MUSCONGUS BAY (Chart 13301)).....	5010	New Bedford East Barrier Radiobeacon.....	15406	Nobska Point Lighted Bell Buoy 26.....	14180
Muscongus Bay Approach.....	4890	New Bedford Harbor.....	15280	Nomans Land Gong Buoy 4.....	625
Muscongus Sound.....	5095	NEW BEDFORD WEST BARRIER LIGHT.....	15400	Nomans Land Lighted Whistle Buoy 2.....	620
Muskeget Channel.....	14015	New England Aquarium Intake Buoy.....	10495	Normans Woe Rock Bell Buoy 3.....	9465
MUSSELBED SHOALS LIGHT 6A.....	16680	New Harbor Buoy 4.....	5085	Norton Point Buoy 1A.....	23315
Myrtle Ledge Buoy 6.....	2145	New Harbor Daybeacon 5.....	5090	NOROTON RANGE.....	23480
Mystic Harbor.....	19020	New Harbor Lighted Bell Buoy 2.....	5080	North Bay Ledge Buoy 2.....	3330
Mystic Marina.....	19180	New Harbor Sunken Ledge Buoy 14.....	4900	North Brother Island Buoy 5.....	25645
Mystic River (BOSTON INNER HARBOR).....	10555	New Haven Harbor.....	22395	NORTH BROTHER ISLAND NORTH LIGHT 7.....	25655
Mystic River (FISHERS ISLAND SOUND (Chart 13214)).....	19215	NEW HAVEN LIGHT.....	19975	North Channel (Great South Bay).....	27660
N		NEW HAVEN LONG WHARF LIGHT.....	22625	North Channel (South Oyster Bay).....	31245
Nahant Bay Approach.....	10090	NEW HAVEN OIL DOCK SOUTH LIGHT.....	22605	North Channel (South Oyster Bay).....	31254
Nahant Harbor.....	10135	New Haven Wharf.....	22630	North Channel (JAMAICA BAY AND ROCKAWAY INLET (Chart 12350)).....	31980
Nahant Rock Buoy.....	10155	New Inlet.....	11795	North Channel (Saybrook to New Haven).....	20275
Nantasket Roads (Southern Approach).....	10865	New Jersey Pierhead Channel.....	34275	NORTH DUMPLING LIGHT.....	18725
Nantucket (Great Point) Light.....	530	New London Harbor.....	20515	North Entrance.....	26065
Nantucket Bar Lighted Bell Buoy NB.....	13845	New London Ledge Light.....	20550	North Haven Sewage Outfall Buoy.....	3850
NANTUCKET EAST BREAKWATER LIGHT 3.....	13860	New Meadows River.....	6435	NORTH HERO LIGHT 8.....	36490
NANTUCKET FERRY SLIP LIGHT.....	13920	New Meadows River Approach.....	6305	North Ledge Buoy 7.....	15320
Nantucket Harbor.....	13845	New Rochelle Harbor (North Approach).....	24210	North Ledge Buoy 9.....	15335
Nantucket Sound Lighted Whistle Buoy NS.....	12905	New Rochelle Harbor (South Approach).....	24250	North Ledge Daybeacon 3.....	5220
Nantucket Sound Main Channel.....	12865	New Rochelle Harbor (Southeast Approach).....	24245	NORTH LEDGE SOUTH LIGHT.....	24160
Napatree Point Ledge Lighted Bell Buoy 6.....	18625	New Rochelle Harbor (Southwest Approach).....	24265	NORTH OIL DOCK LIGHT.....	22015
Narragansett Bay.....	16245	New York Bight Dumping Ground Buoy KVK.....	755	NORTH PIER LIGHT 18.....	8765
Narraguagus Bay.....	1585	New York Bight Dumping Ground Buoy OM.....	760	North Point Lighted Gong Buoy 1.....	2410
Narraguagus River.....	1620	Newark Bay (NEW YORK HARBOR (Chart 12327)).....	34630	North Race Buoy 1.....	26895
Nash Island Lighted Whistle Buoy NI.....	1470	Newark Bay (NEW YORK HARBOR (Chart 12327)).....	34765	North Range.....	4010
Nashawena Lighted Whistle Buoy NA.....	14215	Newark Bay Barge Channel.....	34670	North River Junction Buoy NR.....	11818
Nassau Shores Dock Light.....	31326	NEWBURGH SOUTHERLY DOLPHIN LIGHT.....	35310	North Sea Harbor.....	26865
		Newburgh-Beacon Bridge Fog Signal.....	35320	North Side (NANTUCKET SOUND AND APPROACHES (Chart 13237)).....	12975
		Newburyport Harbor Light.....	240	North Side (Great South Bay).....	27830
		Newburyport Speed Limit Buoy.....	8760	Northeast Passage Ledge Buoy 1.....	4275
		Newcomb Ledge Lighted Whistle Buoy 1.....	320	Northeast Point Ledges Buoy 8.....	5035
		Newfoundland Reef.....	23725		
		Newport Harbor.....	16410		
		Newport Ledge Buoy 5.....	1840		

INDEX

NORTHEAST POINT

LIGHT 2.....	4270
Northeast Point Reef Buoy 3.....	4980
Northern Triangles Buoy 1.....	4445
Northport.....	24740
Northport Bay.....	25075
Northport Boatyard Channel.....	25150
Northport Harbor.....	25105
Northport Harbor Alternate Channel.....	25180
Northwest Creek.....	26580
Northwest Ledge Buoy 21.....	4575
Northwest Ledge Daybeacon 7.....	6660
Northwest Reef Buoy 2NW.....	22300
Norton Island Daybeacon 2.....	1480
Norton Point Ledge Buoy 5.....	3650
Norton Shoal Northeast Buoy 5.....	12900
Norwalk Channel.....	23320
Norwalk East Approach.....	23280
Norwalk Islands Lighted Bell Buoy 26.....	20055
Noyack Creek Buoy 1.....	26790
Nubble Channel.....	10995
Nut Island.....	11100
Nye Ledge Lighted Bell Buoy 9A.....	15615
Nye Neck Race Buoy 2.....	15035

O

Oak Bluffs Daybeacon.....	14105
OAK BLUFFS FERRY SLIP LIGHT.....	14100
Oak Bluffs Harbor.....	14095
OAK BLUFFS NORTH BREAKWATER LIGHT 2.....	14115
Oak Island Channel.....	29242
Oak Island Ledge Buoy 10.....	4530
Oak Neck Point Buoy 19.....	20140
Oak Rock Buoy 2.....	280
Oakland Beach.....	23965
Oaks Reef Outer Rock Daybeacon 3.....	8005
Oakwood Channel.....	30155
Oar Island Ledge Buoy 9.....	5030
Ocean Survey Buoy 1D.....	8615
Ocean Survey Buoy T7.....	230
Oceanville Approach.....	3030
Odom Ledge Daybeacon 6A.....	3540
Ohio Ledge Bell Buoy.....	16790
Old Anthony Lighted Whistle Buoy 22.....	80
Old Bartlemy Buoy 13.....	15350
Old Bay Rock Buoy 1.....	17505
Old Cilley Ledge Bell Buoy 2 OC.....	4680
Old Duke Ledges Buoy 6.....	3625
Old Field Point Gong Buoy 11A.....	20035
Old Field Point Light.....	20030
Old Field Point Radiobeacon.....	20031
OLD FORT POND LIGHT 1.....	29095
Old Horse Ledge Lighted Bell Buoy 2A.....	3230
Old Horse Ledge Daybeacon 6A.....	4745
Old Inlet Channel.....	28240
Old Kellick.....	15605
Old Man Ledge Buoy 3.....	610
Old Man Ledge Lighted Whistle Buoy 2 OM.....	4895
Old Orchard Shoal.....	32710
Old Pier Rock Danger Buoy.....	13280

Old Prince Bell Buoy 2.....	7940
Old Proprietor Buoy 1.....	7730
Old Saybrook North Cove Channel Buoy 1.....	21220
Old Saybrook Rock.....	20290
Old Tom Head Rocks Buoy 4.....	24220
Old Woman Ledge Bell Buoy 2.....	1760
Olivers Channel.....	31146
One-Foot Spot Buoy OF.....	37005
Onset Bay.....	15870
Orchard Beach Buoy 2.....	24285
Orchard Beach Channel Buoy 2A.....	24290
Orchard Neck Creek Entrance.....	28685
Orient Point Light.....	19860
Orient Shoal Buoy 3.....	19885
Orono Point Daybeacon 1A.....	2470
OROWOC CREEK ENTRANCE LIGHT.....	27855
Orr's Island Approach.....	6525
ORWELL BLUFF LIGHT OB.....	37130
OSTERVILLE POINT FISH LIGHT NW.....	13629
Otter Cliff Ledge Bell Buoy 1.....	1810
Otter Island Daybeacon 12.....	4540
Otter Island Ledge Daybeacon 11.....	4535
Outer Flats Bell Buoy 2.....	14055
Outer Heron Island Ledge Buoy HL.....	5170
Outer Ledge Buoy 4.....	4250
Outer Seal Rock Buoy.....	11405
Outer Sunk Rocks Buoy 2.....	8610
Outerbridge Crossing Fog Signal.....	33915
OUTERBRIDGE REACH RANGE.....	33920
OUTFALL GATE HOUSE LIGHT.....	31665
Owls Head Bay.....	4590
Owls Head Ledge Buoy 7.....	4040
Owls Head Light.....	4035
Oyster Bay.....	25270

P

Packet Rock Ledge Buoy 8.....	15330
PADANARAM BREAKWATER LIGHT 8.....	15570
Palmer Island Buoy 4.....	5020
PALMERS ISLAND LIGHT.....	15410
Parker River.....	9092
Parsonage Point Lighted Buoy 40.....	20165
Passage West Of Grindstone Neck.....	1920
Passaic River.....	34920
Patchogue Bay.....	27915
PATCHOGUE BREAKWATER LIGHT 5.....	27935
Patchogue River.....	22045
PATCHOGUE RIVER LIGHT.....	27940
Patience Island Lighted Bell Buoy 8.....	17940
Pattaganset River.....	21145
Patten Bay.....	2405
Pawcatuck River.....	18865
Pawtuxet Cove.....	16980
Peaked Hill Bar Lighted Whistle Buoy 2PH.....	465

Pease Ledge Buoy 4.....	14925
PECK LEDGE LIGHT.....	23295
Peconic River.....	27125
PEEKSKILL BAY LIGHT P.....	35215
Peekskill Bay South Channel Buoy 2.....	35220
Peggy's Island Ledge Buoy 19.....	2995
PELOTS POINT N RAILROAD LIGHT.....	36405
Pemaquid Ledge Buoy PL.....	5065
Pemaquid Point Gong Buoy 2.....	5070
Pemaquid Point Light.....	5075
Penfield Reef Light.....	20040
Penikese Lighted Bell Buoy 6.....	14680
Pennamaquan River.....	1000
Penny Pond Entrance Buoy 1.....	28920
Penobscot Bay Approaches.....	3100
PENOBSCOT RIVER (MAINE - First District).....	2845
Penobscot River (PENOBSCOT RIVER (Chart 13309)).....	3505
Perch Island Buoy 8.....	5375
PERCHE ROCK LIGHT 33.....	20880
Perkins Cove.....	8095
Perkins Cove Lighted Bell Buoy PC.....	125
PERKINS ISLAND LIGHT.....	5935
Perkins Point Daybeacon 17.....	5290
Perry Ledge Buoy 2A.....	3975
Petes Rock Buoy 3.....	5550
Petit Manan Approach.....	1690
Petit Manan East Bar Gong Buoy EB.....	1730
Petit Manan Light.....	1695
Petit Manan Reef Buoy 2.....	1710
Petit Manan West Bar Bell Buoy WB.....	1735
PETROLEUM NORTH LIGHT.....	36870
PETROLEUM SOUTH LIGHT.....	36875
PETTIS ROCKS LIGHT 23.....	5985
PEWS CREEK LIGHT 1.....	33640
Phillip Rock Daybeacon 5.....	7915
Phinney Rock Buoy.....	15510
Phinneys Harbor.....	15220
Pier Four Wreck Buoy WR1.....	10510
Pierces Island Buoy 2.....	8280
PIERCES ISLAND RANGE.....	8205
Piermont Lighted Buoy 1.....	34975
Pig Cove Daybeacon 5.....	5410
Pig Island Gut.....	1390
PIG ROCK LIGHT 8.....	11110
Pigeon Cove.....	9440
PILGRIM BEACH FISH TRAP LIGHT.....	12407
Pine Creek Point Lighted Bell Buoy 22.....	20045
Pine Island Channel (APPROACHES TO NEW LONDON HARBOR (Chart 13212)).....	20460
Pine Island Channel (Pine Island Channel).....	20465
Pine Island Lighted Buoy 1.....	20475
Pine Orchard Approach Lighted Buoy 4A.....	22315
Pine Tree Ledge Lighted Whistle Buoy 4.....	7400
Pinkham Island Point Buoy 2.....	6640
Piscataqua River.....	8310

INDEX

Pitchers Shoal Buoy.....	10095	Pomp Island Ledge		Powderhorn Ledge Lighted	
Pitchpine Ledges Buoy 4.....	6365	Daybeacon 2.....	1440	Buoy 16.....	5655
Placentia Island Buoy 1P.....	2275	Pond Island Ledge Buoy 3.....	1600	Power Plant Buoy A.....	8595
PLATTSBURG		POND ISLAND LIGHT.....	5890	Prairie Ledge Lighted Buoy 7.....	9485
BREAKWATER		Pond Island Lighted Bell		PRALLS ISLAND	
SOUTHWEST LIGHT.....	36605	Buoy 1.....	1595	CHANNEL RANGE.....	34100
Plattsburg Buoy 1.....	36615	Pond Island Passage.....	2510	Premium Point Buoy 4.....	24180
Pleasant Bay (TIBBETT		Pond Island Shoal Gong		President Roads.....	10390
NARROWS TO		Buoy 3PI.....	5875	Pressey Ledge Buoy 2.....	3410
SCHOODIC ISLAND		Pond Point Shoal Buoy 12.....	19980	Price Bend.....	24870
(Chart 13324)).....	1470	Ponquogue Channel Buoy 1.....	29050	PRIDE PIER LIGHT 30.....	20865
Pleasant Bay (CHATHAM		Ponquogue South Channel		Prince Point Ledge Buoy 15.....	7205
HARBOR AND		Buoy 1.....	28870	PRINCES BAY RANGE.....	33465
PLEASANT BAY (Chart		POORHOUSE FLATS		Proctor Shoal Buoy PS.....	36910
13248)).....	12554	RANGE.....	25735	Prospect Harbor.....	1740
Pleasant River.....	1500	Popasquash Point Lighted		Prospect Point Buoy 2.....	25455
PLEASURE BAY JETTY		Bell Buoy.....	16760	Prospect Point Lighted	
LIGHT.....	10780	Popes Folly Ledge Buoy 9.....	885	Gong Buoy 23.....	20185
Plum Beach Obstruction		Porcupine Ledge Bell Buoy 3.....	3365	Providence River.....	16945
Daybeacon.....	31750	Porgy Bar Lighted Buoy 2.....	28130	Providence River Approach.....	16730
Plum Beach Shoal Buoy 1PB.....	17720	Pork Rocks Buoy 5.....	22320	Provincetown Harbor	
Plum Cove Ledge Buoy 1.....	9200	Porpoise Channel.....	24625	Approach.....	12380
Plum Gut.....	26085	Port Chester Harbor.....	23925	PRUDENCE ISLAND	
PLUM GUT LIGHT.....	19855	PORT CHESTER LIGHT		LIGHT.....	16650
Plum Gut Lighted Bell		2A.....	23935	Prudence Island Southend	
Buoy 2PG.....	19850	Port Clyde Approach.....	4685	Buoy.....	16605
PLUM ISLAND HARBOR		PORT DOUGLASS LIGHT.....	36785	PUBLIC SERVICE	
EAST DOLPHIN LIGHT.....	26095	Port Henry.....	37035	INTAKE LIGHT.....	34930
Plum Island Lighted		PORT JEFFERSON EAST		Pulpit Ledge Daybeacon 3.....	1925
Whistle Buoy PI.....	19845	BREAKWATER LIGHT.....	24530	Pulpit Rock Buoy 1.....	19780
Plum Island Rock Buoy 4.....	26080	Port Jefferson Harbor.....	24520	Pumpkin Island Dry Ledge	
Plum Island Sound		PORT JEFFERSON WEST		Daybeacon PI.....	2890
(NEWBURYPORT		BREAKWATER LIGHT 2A.....	24540	Pumpkin Island Ledge Buoy	
HARBOR AND PLUM		PORT KENT FERRY		27.....	2895
ISLAND SOUND (Chart		DOCK NORTH LIGHT.....	36730	Pumpkin Reef Buoy 20.....	36940
13282)).....	8975	PORT KENT FERRY		Putnam Creek Lighted Buoy	
Plum Island Sound		DOCK UPPER RACK		34.....	37065
(NEWBURYPORT		LIGHT.....	36735		
HARBOR AND PLUM		Port Kent Fog Signal.....	36765		
ISLAND SOUND (Chart		Port Newark Pierhead			
13282)).....	9045	Channel.....	34750		
Plum Point Lighted Buoy 1.....	25520	Port of Albany Mooring			
Plum Point Shoal Buoy 3.....	25525	Dolphin Light.....	36190		
Plymouth Bay.....	11875	PORT RICHMOND DOCK			
Plymouth Beach Jetty		LIGHT A.....	34530		
Daybeacon.....	12080	PORT SOCONY LIGHT.....	33995		
Plymouth Harbor.....	12054	Porterfield Ledge Daybeacon.....	4200		
Plymouth Light.....	11885	Portland Disposal Area			
Pocasset Harbor.....	15180	Lighted Buoy (BAY OF			
Pocasset Harbor Approach.....	15175	FUNDY TO CAPE COD			
Point au Fer Reef Buoy 8.....	36340	(Chart 13260)).....	50		
Point Au Roche Northeast		Portland Disposal Area			
End Shoal Buoy 8.....	36430	Lighted Buoy (Portland			
Point Comfort Shoal		Harbor Approach).....	7345		
Lighted Buoy 1.....	33635	Portland Harbor.....	7420		
Point Judith Harbor Buoy 2.....	18110	Portland Harbor Approach.....	7335		
Point Judith Harbor of		Portland Head Light.....	7420		
Refuge.....	18080	Portland Head Directional			
Point Judith Inner Harbor		Light.....	7425		
Daybeacon 8.....	18125	Portland Lighted Horn			
Point Judith Light.....	18050	Buoy P (LNB).....	40		
Point Judith Radiobeacon.....	18051	Portland Mooring Restriction.....	7480		
Point Judith Lighted		Portland To Merepoint.....	7125		
Whistle Buoy 2.....	18055	Portland To Yarmouth.....	7190		
Point Judith Pond.....	18130	Portsmouth Harbor.....	8160		
Point Ledge Daybeacon 10.....	3635	Portsmouth Harbor (New			
POINT LOOKOUT WEST		Castle) Light.....	8185		
MARINA LIGHT.....	30320	Potato Ledge Buoy 5.....	2925		
POINT O'WOODS DOCK		Potter Cove Buoy 2.....	16745		
LIGHTS (2).....	27985	Potts Harbor.....	6640		
Point Rip Buoy 1.....	12850	Potts Point Ledge.....	6650		
Point Rip Shoal Buoy 11.....	12840	Poughkeepsie Bridge Fog			
Poland South Ledge Buoy 1.....	5110	Signal.....	35365		
Pollock Rip Channel.....	12735	Pound of Tea Buoy 5.....	6840		
POMHAM ROCKS LIGHT.....	17095	Powder Island Buoy 1.....	20600		

Q

Quaker Smith Point Shoal	
Buoy 19.....	36965
Quaker Smith Reef Lighted	
Buoy 19A.....	36960
Quarantine Rocks Buoy 7.....	11020
QUARRY RANGE.....	22345
Quiabog Cove Approach.....	19015
Quicks Hole.....	14535
Quincy Bay.....	11020
Quinnipiac River Buoy 1.....	22650
Quintuck Creek Intake	
Buoys (4).....	27880
Quisset Harbor.....	14975
Quoddy Roads Buoy 2.....	845
Quonset Channel.....	17770

R

R.R. Stevens Rock Buoy.....	24325
Race Point Buoy 2.....	18400
Race Point Light.....	460
Race Point Lighted Bell	
Buoy RP.....	455
Race Rock Light.....	18395
Racehorse Channel.....	31030
Ragged Island Harbor	
Ledges Buoy 6.....	3150
Railroad Bridge South Shoal	
Buoy 1.....	36305
Railway Ledge Buoy 5.....	4080
Rainsford Island Buoy 1.....	11060
Ram Island Ledge Buoy 1.....	5325
Ram Island Ledge Buoy 2.....	3320
Ram Island Ledge Buoy 3.....	4195
Ram Island Ledge Light.....	7430

INDEX

Ram Island Ledge Lighted	
Gong Buoy 27.....	1335
Ram Island Light.....	5330
Ram Island Reef Lighted	
Bell Buoy 20.....	18690
Ram Island Reef	
Daybeacon RI.....	18695
Ram Island Shoal Buoy 1.....	7055
Ram Islands Daybeacon.....	5665
Ram Ledges Halftide Buoy	
5A.....	5125
Rams Horn Channel.....	9865
Rams Horn Rock	
Daybeacon 3.....	9870
Range Channel.....	27495
Rapid Rock Buoy R.....	20495
Raritan Bay.....	33385
Raritan River.....	33705
Raritan River Cutoff Channel.....	33870
Raritan River South Channel.....	33845
RATTLESNAKE ISLAND	
LEADING LIGHT RI.....	35910
Red Brook Harbor.....	15110
Red Brook Harbor Buoy 12.....	15165
Red Brook Harbor South	
Channel.....	15138
Red Creek Pond Entrance.....	27050
Red Hook Channel Lighted	
Gong Buoy 9.....	34235
Red Reef Buoy 1.....	19020
Red Rock Buoy R.....	23730
RENSSELAER	
OBSTRUCTION LIGHT.....	36195
Research Basin.....	26120
Reynolds Channel	
(Hempstead Bay).....	29335
Reynolds Channel	
(Hempstead Bay).....	29840
Reynolds Channel	
(Hempstead Bay).....	30055
Reynolds Channel	
(Hempstead Bay).....	30285
Richmond Island Harbor.....	7730
Rikers Island Channel.....	26050
Rip Van Winkle Bridge Fog	
Signal.....	35730
River Ledge Buoy 1.....	17680
Roanoke Point Shoal Buoy 5.....	20445
Roaring Bull Daybeacon 2.....	10090
Roaring Bull Junction Buoy	
RB.....	1920
Roaring Bull Lighted Bell	
Buoy 2.....	3115
Robbins Reef Light.....	32285
Robbins Reef Lighted Gong	
Buoy 25.....	32280
Robins Island.....	26945
Robinson Rock Whistle	
Buoy 8.....	4180
Robinsons Hole.....	14500
ROCK HARBOR RANGE.....	12310
Rock Island South Buoy RI.....	19015
Rock T Buoy 6.....	3275
Rockaway Inlet.....	31535
Rockaway Inlet West	
Channel.....	31620
ROCKAWAY POINT	
BREAKWATER LIGHT 4.....	31550
Rockaway Shoal Buoy 2.....	31535
Rockland Breakwater Light.....	4060
Rockland Harbor.....	4055
ROCKLAND HARBOR	
FERRY LIGHT.....	4065
ROCKLAND HARBOR	
SOUTHWEST LIGHT.....	4070
ROCKLAND LAKE LIGHT.....	35060

ROCKPORT	
BREAKWATER LIGHT 6.....	9430
Rockport Outer Bell Buoy	
RO.....	4205
Rocky Point.....	20455
Rocky Point Buoy R.....	12175
Rocky Point Reef Buoy 2.....	36545
Rodgers Rock Danger Buoy.....	26960
Roebuck Ledge Buoy 15.....	2980
ROGERS POINT LIGHT	
RP.....	35380
Rogue Island South Buoy 1.....	6415
Rogues Island Buoy 1.....	691
Romer Shoal Light.....	32380
Rondout Creek.....	35450
Rondout Creek Channel.....	35475
Roosevelt Island Reef	
Lighted Buoy B.....	25710
ROOSEVELT ISLAND	
REEF LIGHT.....	25720
Roque Island Reef Buoy 2.....	1210
Rose and Crown Lighted	
Whistle Buoy 2RC.....	535
Rose Island Shoal Northeast	
End Buoy 2.....	16515
Rose Island South Point	
Buoy 1.....	16450
Round Cove Aquaculture.....	15606
Round Island Ledge Buoy 4.....	2425
Round Pond Ledge Buoy 5.....	5120
Round Rock.....	20385
Round Rock Buoy 1.....	6870
Round Rock Lighted Buoy 1.....	17935
Round Rock Shoal Lighted	
Buoy RR.....	9470
Rouses Point Shoal Buoy 2.....	36300
Royal River.....	7260
Royal River Channel	
Lighted Buoy 1.....	7255
Runway Channel.....	31935
Ryder Cove.....	12655
Rye Beach.....	23950
Rye Beach Lighted Bell	
Buoy 38.....	20160
Rye Harbor.....	8575
S	
SACHEM HEAD	
BREAKWATER LIGHT.....	19940
Saco River.....	7795
Saddleback Island Bell Buoy	
SL.....	2705
Saddleback Ledge Gong	
Buoy SD.....	3235
Saddleback Ledge Light.....	3250
Saddleback Ledge Shoal	
Buoy SL.....	3255
Sag Harbor.....	26645
Sag Harbor Cove.....	26670
Sagamore Creek.....	8520
Sail Rock Lighted Whistle	
Buoy 1.....	1020
Sailors Haven Channel.....	27990
SAKONNET	
BREAKWATER LIGHT 2.....	16155
Sakonnet Point North	
Lighted Fish Trap Buoy.....	16130
Sakonnet River.....	16120
Salem Channel.....	9565
SALEM LIGHT 23.....	9700
Salem-Eagle Island Channel	
Junction Buoy SE.....	9610
SALISBURY POINT LIGHT.....	8815
Salt Island Ledge Buoy 4.....	300
Salt Rock Daybeacon 4.....	144

Salters Point Ledge Buoy 3.....	15470
Sammy Rock Buoy 6.....	10105
Sand Island Buoy 6.....	6915
Sand Island Ledge Buoy 7.....	6925
Sand Ledge Buoy 15.....	1300
SAND PIER LIGHT 37.....	20895
SAND SPIT LIGHT 10A.....	26630
Sand Spit Rock Buoy S.....	26625
Sands Point Daybeacon.....	20215
<i>Sands Point Reef Lighted</i>	
<i>Buoy 25.....</i>	20220
Sandy Bay.....	9410
Sandy Hook Bay.....	32795
Sandy Hook Channel.....	32395
Sandy Hook Light.....	32350
Sandy Hook Point Light.....	32490
Sandy Hook Point	
Obstruction Buoy 1.....	32790
SANDY POINT	
BREAKWATER LIGHT.....	22535
Sandy Point Buoy 9.....	36495
<i>Sandy Point Junction</i>	
<i>Lighted Bell Buoy SP.....</i>	16660
Sandy Point Ledges Buoy 22.....	7250
SANDY POINT LIGHT 11.....	10190
Sankaty Head Light.....	540
Santapogue River.....	27705
Saquatucket Harbor.....	13160
Sarah Ledge Buoy SL.....	20505
Satan Rock Daybeacon 6.....	9985
Saugatuck River.....	23190
Saugus River Approach	
Channel.....	10245
Sawyer Island Buoy 1.....	5670
Sawyer Ledge Buoy 1.....	3285
SAWYERS COVE LIGHT	
18.....	1308
Saxon Reef Buoy 17.....	36955
<i>Saybrook Bar Lighted Bell</i>	
<i>Buoy 8.....</i>	19870
Saybrook Breakwater	
Radiobeacon.....	21161
Saybrook Breakwater Light.....	19880
Saybrook Breakwater	
Radiobeacon.....	19881
Saybrook Daybeacon.....	21170
Scarborough River.....	7740
Schoodic Harbor.....	1790
Schoodic Island Buoy 1.....	1795
Schoodic Ledge Buoy 2.....	1800
<i>Schoodic Lighted Bell Buoy</i>	
<i>2S.....</i>	1790
<i>Schooner Head Lighted</i>	
<i>Gong Buoy 3.....</i>	1815
SCHUYLER ISLAND	
LIGHT S.....	36775
Schuyler Ledge Bell Buoy 2.....	16125
Schuyler Reef Buoy SR.....	36780
Scituate Harbor.....	11730
Scituate Harbor Radiobeacon.....	11745
SCITUATE NORTH	
JETTY LIGHT 2A.....	440
SCOTCH CAP LIGHT 1.....	20725
<i>Scotch Caps Lighted Bell</i>	
<i>Buoy 42.....</i>	20180
Scotland.....	32395
Scow Channel.....	30430
Scraggy Rocks Buoy 2.....	15120
Sculpin Ledge Buoy 2.....	10850
Sea Girt.....	785
SEAFLOWER REEF LIGHT.....	18735
<i>Seahorse Lighted Bell Buoy</i>	
<i>2SR.....</i>	1430
Seal Cove Ledge Buoy 2.....	1095
Seal Harbor.....	4610

INDEX

Seal Harbor Lighted Bell Buoy 4.....	2055	Sheepscot River (DAMARISCOTTA, SHEEPSHOT AND KENNEBEC RIVERS (Chart 13293)).....	5625	South Breaker Bell Buoy 2SB.....	4485
Seal Island Ledge Buoy 1.....	4610	Sheepscot Bay.....	31655	SOUTH BROTHER ISLAND.....	25670
Seal Island Ledge Buoy 3.....	4500	Sheffield Island Harbor.....	23315	South Brother Island Channel.....	26000
Seal Ledge Bell Buoy 2A.....	16250	Shelburne Bay Lighted Buoy.....	36935	SOUTH BROTHER ISLAND LEDGE LIGHT 3.....	26060
Seal Ledge Buoy 1.....	2610	Shelburne Point Buoy 4.....	36925	South Bunker Ledge Daybeacon 2.....	2205
Seal Ledge Buoy 3.....	3775	Shelburne Point Shoal Buoy 2.....	36915	South Channel (SALEM AND LYNN HARBORS (Chart 13275)).....	9740
Seal Ledge Daybeacon 4.....	4215	Shelter Island Sound North Channel.....	26370	South Channel (Raritan Bay).....	33635
Seal Ledges Buoy 7.....	4930	Shelter Island Sound South Channel (SHELTER ISLAND SOUND AND PECONIC BAYS (Chart 12358)).....	26550	South Dartmouth Channel Buoy 12.....	15580
Seal Rock Buoy 1.....	17370	Shelter Island Sound South Channel (SHELTER ISLAND SOUND AND PECONIC BAYS (Chart 12358)).....	26715	South Daybeacon 11A.....	8240
Seal Rock Buoy 27.....	5720	Sheriff Ledges Buoy 2.....	2675	South Elizabeth Channel Buoy 1.....	34680
Seal Rock Buoy 5 (Linekin Bay).....	5380	Shingle Island Sunken Ledge Buoy 2.....	2710	South Entrance (The Gut North Entrance).....	36450
Seal Rock Buoy 5 (Pattaganset River).....	21155	Shinnecock Bay East Channel.....	27207	South Entrance (CUMBERLAND HEAD TO FOUR BROTHERS ISLAND (Chart 14782)).....	36890
Seal Rocks Buoy 1.....	7725	Shinnecock Canal Entrance.....	27030	South Harpswel.....	6675
Seal Rocks Buoy 13.....	18660	SHINNECOCK CANAL WEST JETTY LIGHT.....	27045	SOUTH HERO LIGHT 2.....	36460
Seal Rocks Lighted Buoy 1.....	15055	Shinnecock Inlet.....	27175	South Lump Buoy.....	18105
Seal Rocks Northeast Buoy S.....	18655	Shinnecock Light.....	680	South Nonations Reef Lighted Bell Buoy 4.....	24260
Seals Ledge Daybeacon 3.....	4075	Shinnecock Radiobeacon.....	681	SOUTH OIL DOCK LIGHT.....	22010
Sears Island Bell Buoy 2.....	4365	Ship and Barges Bell Buoy 3.....	2330	South Oyster Bay (SHINNECOCK BAY TO EAST ROCKAWAY INLET (Chart 12352)).....	31245
Sears Island Buoy 4.....	4370	Ship and Barges Ledge Junction Daybeacon SB.....	2335	South Oyster Bay (SHINNECOCK BAY TO EAST ROCKAWAY INLET (Chart 12352)).....	31254
Searsport Harbor.....	4365	Shipyards Ledge Daybeacon 5.....	4220	SOUTH PORTLAND PIPELINE PIER LIGHT.....	7475
Seashore Ledge Buoy 5.....	1110	SHIPYARD QUARTERS MARINA LIGHT.....	10500	South Powderhorn Buoy 12.....	5630
Seatuck Cove Buoy 2.....	28525	Shooters Island Channel.....	34620	South Range.....	3990
Seavey Island Ledge.....	4765	SHOOTERS ISLAND LIGHT 2.....	34620	South Side (MARTHA'S VINEYARD TO BLOCK ISLAND (Chart 13218)).....	14960
Seavey Island Naval Security Zone Buoy A.....	8295	Shrewsbury River.....	33010	South Side (SHELTER ISLAND SOUND AND PECONIC BAYS (Chart 12358)).....	20390
Sebonac Creek.....	26965	Shrewsbury Rocks Lighted Bell Buoy 1.....	765	South Side (Great South Bay).....	27985
SEdge ISLAND CRIB LIGHT.....	28837	Silver Eel Pond.....	19820	South Side (Mattituck to Mt. Sinai).....	20450
Seekonk River.....	17140	SILVER POINT RANGE.....	35635	South Terminal Approach Buoy 1.....	15430
Seguin Island Whistle Buoy 18SI.....	5480	Simm Point Buoy 6.....	36475	Southeast Entrance.....	18570
Seguin Ledge Buoy 1.....	1220	Simm Point South Buoy 4.....	36470	Southeast Point Buoy 9.....	18295
Seguin Light (BAY OF FUNDY TO CAPE COD (Chart 13260)).....	30	Simms Rock Bell Buoy 1.....	1700	Southeast Rock Lighted Whistle Buoy 6A.....	1690
Seguin Light (Sheepscot Bay Approach).....	5495	Sippican Harbor.....	15665	Southern Triangles Buoy 1T.....	3215
Seguin Passage.....	1220	Sister Shoal Buoy 1.....	36450	SOUTHPORT BREAKWATER LIGHT 12.....	23175
Sellers Rock Buoy 2.....	3360	Six Foot Rock Buoy 3.....	5595	Southport Harbor.....	23140
Senix Creek Entrance Lighted Buoy 1.....	28660	Six-foot Spot Buoy 4.....	11710	SOUTHPORT LIGHT 5.....	23160
Sesuit Harbor.....	12285	Sixmile Reef Lighted Bell Buoy 8C.....	19915	SOUTHSIDE HOSPITAL LIGHT.....	27850
Seven-Foot Shoal Buoy 2.....	3080	Slocums River Entrance.....	15275	Southwest Approach (APPROACHES TO BLUE HILL BAY (Chart 13313)).....	2315
Seventeen-foot Ledge Lighted Buoy 1.....	14640	Sloop Channel.....	29225	Southwest Approach (Muscongus Bay).....	5065
Seventeen-Foot Shoal Lighted Buoy 3.....	7535	Sloop Ledge Buoy 1.....	5510	Southwest Breakers Shoal Buoy 6.....	10110
Seventeen-Foot Spot Buoy.....	16520	Small Point Harbor Buoy 2.....	6355	Southwest Harbor.....	2165
SEWER TERMINAL LIGHT.....	34375	Small Point Harbor Ledge Buoy.....	6350	Southwest Head Light.....	1040
Shabbit Island Buoy 25.....	1330	Smith Cove.....	21115	Southwest Head Radiobeacon.....	1041
Shabbit Island Ledge Buoy 23.....	1325	Smith Cove Buoy 2.....	3470	Southwest Ledge.....	15095
Shackford Ledge Buoy 4.....	975	Smith Creek.....	28880		
Shag Rock Daybeacon 9.....	4045	Smith Reef Lighted Buoy 30.....	20105		
Shag Rocks Lighted Buoy 2.....	10135	Smithtown Bay.....	24615		
Shagwong Reef Lighted Bell Buoy 7SR.....	18445	Snows Rock Daybeacon 13.....	1295		
Shagwong Rock.....	18440	Somes Cove Danger Buoy.....	2150		
Shark River Inlet.....	37325	Somes Harbor Buoy 9.....	2160		
Shaw Cove.....	20685	Somes Sound.....	2125		
Sheep Island Bar Buoy 4.....	4600	Somes Sound Approach.....	2010		
Sheep Island Buoy 2.....	11430	Sorrento Harbor Bell Buoy SH.....	1965		
Sheep Island Ledge Buoy 2.....	3620	South Beacon Shoal Lighted Buoy 11.....	8235		
Sheep Island Ledge Buoy 5.....	6445				
Sheep Island Shoals Buoy 23.....	4585				
Sheep Porcupine Bell Buoy 7.....	1850				
Sheepscot Bay.....	5500				
Sheepscot Bay Approach.....	5480				
Sheepscot River (DAMARISCOTTA, SHEEPSHOT AND KENNEBEC RIVERS (Chart 13293)).....	5525				

INDEX

Southwest Ledge Bell Buoy 4.....	3140	Stamford West Branch.....	23640	Stratford Point Light.....	19990
Southwest Ledge Buoy 6.....	1240	Standish Shore Guzzle Buoy.....	12051.3	Stratford Point Radiobeacon.....	19991
Southwest Ledge Light.....	19970	Staple Ledge Buoy 1.....	2325	Stratford Shoal.....	20005
Southwest Ledge Lighted		Staple Point Ledge Buoy 18.....	2990	Strout Island Buoy.....	1555
Bell Buoy 2.....	660	Starboard Island Ledge		Strout Island Ledges Buoy 2.....	1545
Southwest Point Lighted		Buoy 1.....	1100	Strout Island Ledges Buoy 4.....	1550
Whistle Buoy 4.....	18315	State Boat Channel (Sloop		Stump Cove Ledge Buoy 16.....	2825
Southwest Rock Daybeacon.....	13645	Channel).....	29231	Sturdivant Island Ledges	
Southwest Spit Junction		State Boat Channel (Sloop		Buoy.....	7225
Lighted Gong Buoy SP.....	32505	Channel).....	29243.6	Sturdivant Island Ledges	
Sow and Pigs Lighted Bell		STATE PIER LIGHT		Buoy 1.....	7240
Buoy SP.....	14665	(Portland Harbor).....	7560	Stuyvesant Upper Hudson	
Spar Island Buoy 2.....	17500	STATE PIER LIGHT		River Anchorage Buoy A.....	35935
Spears Rock Buoy 1.....	4055	(New London Harbor).....	20655	Success Rock Buoy.....	20235
Spectacle Island Buoy 5.....	1375	Staten Island (Range Rear)		Succunneset Shoal South	
Spectacle Island Channel.....	10850	Light.....	32115	Buoy.....	13735
Spectacle Island Ledge Buoy		STATION ROCKAWAY		Succunneset Shoal Lighted	
32.....	2910	EAST BREAKWATER		Buoy 12.....	13740
Spectacle Island South Spit		LIGHT.....	31605	Sugar Boat Buoy 2A.....	23765
Buoy 2A.....	10855	Stave Island Buoy 9.....	36700	Sugar Reef Buoy 5.....	18620
Spiers Stand.....	11130	Stave Island Ledge Buoy 5.....	6700	Sullivan Harbor.....	1965
Spindle Rock Buoy 8.....	13655	Stave Island Rock Buoy S.....	36675	Summer Point Shoal Buoy	
Spindle Rock Buoy 9.....	24240	Stave Island to Mallets Bay		23.....	37015
Spindle Rock South Buoy		Channel.....	36675	Sunken Egg Rock Buoy 1.....	2725
10A.....	24360	Steamboat Wharf		Sunken Ledge Buoy 1.....	11035
SPINNAKER ISLAND		Daybeacon 4.....	5225	Sunken Ledge Buoy 13.....	1875
MARINA LIGHT.....	11585	Steels Ledge Bell Buoy 2.....	4355	Sunken Ledge Buoy 5.....	1960
SPLIT ROCK POINT		STEELS LEDGE		Sunken Ledge Buoy 7.....	4520
LIGHT S.....	36995	MONUMENT LIGHT 4.....	4350	Sunken Ledge Daybeacon 1A.....	11030
SPLITTING KNIFE		Steeplechase Pier		Sunset Cove Approach	
CHANNEL RANGE.....	12135	Obstruction Buoy 2S.....	32615	Buoy 1.....	15945
SPRAGUE FUEL		STEINWAY CREEK		SUTTON HOLE LIGHT 2.....	11655
TERMINAL LOWER		WHARF LIGHT.....	26045	Sutton Rocks Buoy 6.....	11645
DOCK LIGHT.....	8375	Stepping Stones Light.....	20250	Swains Ledge Buoy 1.....	3415
SPRAGUE FUEL		Sterling Basin Buoy 1.....	26405	Swan River Entrance	
TERMINAL CENTER		Stetson Rocks Buoy.....	6065	Lighted Buoy 1.....	27950
DOCK LIGHT.....	8380	Stielman Rocks Buoy 3.....	8175	Swans Island Gong Buoy 2.....	2640
SPRAGUE FUEL		Stielman Rocks Daybeacon		Swash Channel.....	32340
TERMINAL UPPER DOCK		3A.....	8180	Sweepers Ground	
LIGHT.....	8385	Stockbridge Point Buoy 3.....	6835	Obstruction Buoy S.....	18705
Spring Point Ledge Light.....	7465	Stockman Island Daybeacon		Swett Point Daybeacon 21.....	5800
Spruce Head Lighted Bell		2.....	6705	Sylvester Cove Buoy 2.....	3380
Buoy 9.....	4340	Stockton Harbor.....	4395		
Spruce Island Point Buoy 4.....	4320	STODDARDS OLD DOCK.....	20805		
Spruce Point Ledges Buoy 1.....	5350	Stone Creek.....	28800		
Spruce Point Ledges Buoy 2.....	5355	Stone Horse Shoal.....	12775		
SPRUCE POINT LIGHT.....	940	Stone Island Ledge			
Sprucehead Island Ledge		Daybeacon 3.....	1105		
Buoy 4.....	4615	Stone Island Reef Buoy 8.....	20325		
Spurling Point Buoy 8.....	2235	STONEHOUSE BAR			
Spurling Point Lighted		CHANNEL NORTH END			
Gong Buoy SP.....	2230	RANGE.....	35990		
Spurling Rock Bell Buoy 2.....	2115	Stones Rock Buoy 2SR.....	150		
Squantum Channel.....	10785	STONINGTON			
Squash Meadow East End		BREAKWATER LIGHT 5.....	18755		
Bell Buoy.....	12925	Stonington Harbor.....	18740		
Squash Meadow West End		STONINGTON INNER			
Buoy.....	12930	BREAKWATER LIGHT 8.....	18765		
Squibnocket Lighted Bell		STONINGTON OUTER			
Buoy 1.....	585	BREAKWATER LIGHT 4.....	18750		
Squibnocket Shoal Buoy 2.....	595	Stonington Point Junction			
Squirrel Cove Daybeacon 2.....	5400	Buoy SP.....	18760		
Squirrel Island Ledge		Stony Brook Harbor			
Lighted Buoy 4.....	5405	Daybeacon.....	24620		
SQUIRREL POINT LIGHT.....	5965	Stony Creek.....	22240		
St. Albans Bay.....	36500	Stony Point Bay Channel.....	35140		
St. Croix River.....	920	STONY POINT			
St. George River.....	4770	BREAKWATER LIGHT 2A.....	36320		
Stage Harbor.....	12990	STONY POINT LIGHT SP.....	35170		
Stage Island.....	7810	Stony Point Lighted Buoy 45.....	37140		
Stage Island Daybeacon.....	7815	Stover Ledge Buoy 20.....	5685		
Stamford East Branch.....	23635	Stover Point Shoal Buoy 5.....	6615		
Stamford Harbor.....	23560	Straight Wharf Buoy 2.....	13950		
STAMFORD HARBOR		STRAITS HILL LIGHT.....	21750		
WEST BREAKWATER		STRAITSMOUTH LIGHT.....	270		
LIGHT 3.....	20125	Stratford Point Buoy 20.....	19995		

T

Table Rock Buoy 3.....	24135
Talisman Channel.....	28070
Tappen Beach Boat Basin	
Entrance Buoy 1.....	25505
Tar Pouch Buoy 2.....	415
Tarpaulin Cove.....	14490
TARPAULIN COVE LIGHT.....	14200
Tarrytown North Channel.....	35020
Tarrytown South Channel.....	34980
Taunton River.....	17535
Taylor Reef Buoy 1TR.....	60
Ten-foot Shoal Buoy.....	17805
Tenants Harbor Approach.....	4635
TENPOUND ISLAND	
LIGHT.....	9495
Tenpound Island Ledge	
Buoy 6.....	9480
Terminal Channel.....	32880
Thacher Island Buoy 1.....	285
The Boilers Buoy 4.....	5760
The Bow Bells Buoy 11.....	15670
The Breakers Ledge Buoy 1.....	3660
The Breakers Sunken Ledge	
Buoy 2.....	3675
The Brothers Buoy 11.....	7190
The Cows Lighted Bell	
Buoy 32.....	20115
The Cuckolds Light.....	5395
The Cuckolds Radiobeacon.....	5396
The Drums Junction Bell	
Buoy D.....	2255

INDEX

The Four Brothers Islands		Tom Moore Rock		U	
Reef Buoy FB.....	36945	Daybeacon 1A.....	10010	U.S. Navy Tracking System.....	16260
The Grampuses Buoy 2.....	11695	Tom Point Inner Buoy 5.....	25550	Umbrella Rock Buoy 7.....	24150
The Graves Gong Buoy 7.....	4235	Tom Rock Buoy 2.....	5500	UMBRELLA ROCK LIGHT.....	24155
The Graves Light.....	355	TONGUE POINT LIGHT.....	23010	Underwood Ledge Buoy 19.....	7230
THE GRAVES LIGHT 5.....	4230	Toothacher Bay.....	2605	Union River Bay.....	2365
The Graves Lighted Whistle		Torrey Castle Daybeacon 10.....	2800	Union River Channel.....	2375
Buoy 5.....	345	Torrey Island Buoy 8.....	2795	Upper Basket Ledge	
The Gut Daybeacon 2.....	5235	Torrey Ledge Buoy 12.....	2805	Daybeacon.....	7165
The Gut Daybeacon 3.....	5240	Torry Rock Buoy 11.....	6670	Upper Bay.....	34140
The Gut North Entrance.....	36445	Town Creek.....	26460	Upper Clapboard Island	
The Gut Western Entrance		Town River Bay.....	11290	Ledge Lighted Buoy 2.....	7245
Buoy 3.....	36465	Townes Reef East Side		Upper Coal Beds North	
The Hussey Buoy.....	6855	Buoy 2.....	36420	Buoy.....	35655
The Kegs Daybeacon 9.....	4935	Townsend Gut.....	5460	Upper Coal Beds South	
The Motions Gong Buoy		Townsend Ledge Lighted		Lighted Buoy S.....	35620
TM.....	5320	Bell Buoy 10A.....	19950	UPPER COAL BEDS	
The Narrows.....	30520	Tracey Ledge Buoy 5.....	16460	LIGHT CB.....	35625
The Pigs Shoal Buoy 17A.....	36770	Traffic Lighted Gong Buoy 8.....	14695	Upper Flag Island Shoal	
The Raunt Channel.....	31955	Traffon Halfide Ledge		Buoy.....	6710
The Reach.....	3690	Daybeacon 6.....	1610	Upper Gangway Ledge Buoy.....	4550
The Rocks Buoy 4.....	8440	Transport Rock Buoy 2.....	23960	Upper Hudson River.....	35820
The Sandspit Southwest		Treadwell Bay.....	36545	Upper Kennebec River.....	6050
Shoal Buoy.....	15475	TRESTLE PIER LIGHT.....	17535	Upper Mystic River.....	19275
The Sisters Buoy 4S.....	5505	TRESTLE PIER NORTH		Upper Thames River.....	20725
The Sisters Buoy 5.....	4740	LIGHT.....	17150	UPPER TURN LIGHT 16.....	10215
The Thimbles.....	22215	Triangle Ledge Buoy 5.....	3265	Usher Rocks Buoy 3.....	16715
The Triangles Buoy 23.....	2850	TROMP POINT S			
The Verrazano-Narrows		RAILROAD LIGHT.....	36485	V	
Bridge Fog Signal.....	32245	Trotts Rock Daybeacon 4.....	7065	Valcour East Shoal Buoy 12.....	36645
The Washers Buoy 2.....	3240	Troy Dam East Danger Buoy.....	36245	Valcour Island Channel.....	36650
The Woodbury Buoy 6.....	2715	Trumpet Island Bar Buoy TL.....	2345	Valcour Shoal Buoy 2.....	36650
Thieves Ledge Lighted		Tuckernuck Shoal Lighted		Valiant Rock Lighted Bell	
Whistle Buoy 1.....	390	Bell Buoy 1.....	12865	Buoy 1A.....	18405
Thimble Shoals.....	22215	Tumbler Island Ledge Buoy		VENETIAN HARBOR	
Thirty-foot Spot Lighted		6.....	5430	ENTRANCE LIGHT 1.....	19650
Bell Buoy 2.....	14645	Tumbler Island Lighted		VENETIAN SHORES	
Thirty-One Foot Spot		Buoy 8.....	5435	PARK BREAKWATER	
Lighted Bell Buoy T.....	7415	Tupper Ledge Buoy TL.....	2365	LIGHT.....	27825
Thompson Cove Buoy 1.....	18925	TURKEY POINT LIGHT		Vineyard Haven.....	14125
Thompson Island East Buoy		TP.....	35545	Vineyard Sound.....	14175
3.....	10860	Turnip Island Ledge		Virgin Island Ledge Buoy 6.....	1260
Thornton Point Ledge		Lighted Gong Buoy 2.....	6580	Vixen Ledge Buoy VL.....	20460
Lighted Bell Buoy 3.....	1070	Turtle Island Ledge Gong		Volunteer Rock Buoy.....	10005
Thornton Point Ledge		Buoy 2.....	1825		
Daybeacon 4.....	1075	Turtle Rock Buoy 1.....	36920	W	
Thread Of Life.....	5155	Tuthill Cove.....	28690	Waackaack Creek Lighted	
Threefoot Rock Buoy 5.....	20945	Tuthills Creek.....	27955	Buoy.....	33645
Threemile Harbor.....	26180	Tuthills Creek Entrance		WALDEN ISLAND LIGHT	
Throgs Neck Light.....	20265	Lighted Buoy 1.....	27960	22.....	20815
Throgs Neck Lighted Bell		Twenty-Eight Foot Shoal		WANTON ISLAND LIGHT	
Buoy 48.....	20260	Lighted Buoy TE.....	19920	WL.....	35610
Thrumcap Ledge.....	6680	Twenty-five Foot Rock		WAPPINGER CREEK TO	
Thrumcap Ledge Buoy 12.....	4330	Buoy 1A.....	3985	HUDSON RIVER.....	35340
Tibbett Ledge Buoy 28.....	1340	Twenty-one Foot Lighted		Waquoit Bay.....	13760
Tibbett Narrows Bell Buoy		Whistle Buoy 21.....	410	Ward Point Secondary	
30.....	1345	Twenty-six Foot Spot		Channel.....	33595
Tibbett Rock Buoy T.....	1715	Lighted Bell Buoy 32A.....	20130	Wareham River.....	15785
Tibbett Rock South Buoy TS.....	1720	Twin Island Buoy 7.....	24305	Warner Island Channel.....	27210
Tibbits Ledge Buoy 4.....	5360	Two Bush Channel.....	4430	Warren River.....	17220
TICONDEROGA LIGHT		Two Bush Island Light.....	4450	Warwick Cove.....	17950
36A.....	37100	Two Bush Island Lighted		Warwick Light.....	17945
TIMBER PIER LIGHT.....	14380	Whistle Buoy TBI.....	3965	Warwick Narrows West	
TIMBER POINT		Two Bush Island Point		Buoy 5.....	17925
BREAKWATER LIGHT.....	27895	Buoy 3.....	3045	Washman Rock Daybeacon 3.....	7910
TIMBER POINT LIGHT.....	27890	Two Bush Island Rock		Washrock Ledge Gong Buoy	
Tinker Island Ledge Buoy 6.....	2545	Buoy 1.....	4760	3.....	1770
Tinker Ledges Buoy 17.....	2830	Two Bush Ledge Buoy 33.....	2915	Watch Hill.....	28170
Tinkers Rock Gong Buoy		Two Bush Ledge Lighted		Watch Hill Cove.....	18990
TR.....	10000	Bell Buoy TB.....	4465	Watch Hill Light.....	18380
Tiverton Channel.....	17330	Two Mile Rock Buoy 1.....	16010	Watch Hill Lighted Whistle	
Tiverton Upper Channel.....	17350	Two Tree Island Shoal		Buoy WH.....	18385
Tobay Boat Basin Entrance.....	31510	Buoy 3.....	20925	Watch Hill Passage Buoy 3.....	18615
Tobias Ledge Daybeacon 1.....	11725	Two-Hour Rock Buoy 7.....	1265		
Toddy Rocks Buoy 7A.....	10895				

INDEX

Watch Hill Radiobeacon.....	18381	West Rock Obstruction Buoy.....	24050	Wicopesset Rock.....	18630
Watch Hill Reef Gong		West Sister Buoy 2.....	170	Wigwam Rock Danger Buoy.....	20965
Buoy 1.....	18610	West Willies Buoy 1.....	11720	WILD HARBOR.....	15035
WATCH POINT LIGHT		West Yarmouth Channel.....	13590	<i>Wilkes Ledge Lighted Buoy</i>	
WP.....	37085	Westchester Creek.....	25820	7.....	14693
WATER ISLAND DOCK		Westcott Cove.....	23500	<i>Willard Rock Lighted Gong</i>	
LIGHT.....	28120	WESTERLO ISLAND		Buoy 7.....	7385
Water Island Limit Buoy.....	28125	LOWER DOLPHIN LIGHT.....	36180	WILLETS CREEK	
Watts Ledge Bell Buoy 1.....	85	Western Bay.....	1430	ENTRANCE LIGHT.....	27830
WAVELAND NW LIGHT.....	11420	Western Channel.....	11625	Willets Point Buoy 2.....	25575
Weare Point Bell Buoy 2.....	8105	Western Drunkers Ledges		Wilson Ledges Buoy 12.....	6805
Weaver Ledge Buoy 1.....	2295	Buoy 4.....	6565	WINDMILL POINT	
Weaver Ledge Buoy 2.....	2300	Western Egg Rock Breakers		LIGHT 3.....	11145
Webber Sunken Ledge Buoy		Buoy 1.....	4905	WINDMILL POINT	
2.....	5095	Western Passage (BLUE		LIGHT W.....	36315
Webster Rock Buoy 1.....	6555	HILL BAY (Chart 13316)).....	2525	Windmill Point Reef Buoy 3.....	36325
Weesuck Creek Buoy 2.....	28820	Western Passage (New		Winhole Channel.....	31875
Weir River.....	11545	Meadows River).....	6492	Winter Harbor.....	1885
Welchs Point Buoy 2.....	22715	Western Reef Buoy 2.....	1580	Winthrop Channel.....	10625
Wellfleet Harbor.....	12300	Western Way.....	2200	Winthrop Harbor Approach.....	10590
Wells Creek Entrance Buoy 1.....	28910	Westport Buoy 2.....	16020	WINTHROP LIGHT 1.....	10620
Wells Harbor.....	8065	Westport Harbor.....	16035	<i>Witch Rock Lighted Bell</i>	
West Approach.....	20485	Westport Harbor Approach.....	15985	Buoy 2.....	7410
West Babylon Creek.....	27699	Wethersfield Cove.....	21970	<i>WLIS Dumping Ground</i>	
West Bank East End Buoy		Weymouth Back River.....	11350	Lighted Buoy WDA.....	20120
19.....	32585	Weymouth Fore River.....	11185	Wollaston Channel.....	11045
West Bank Northeast Edge		Whale Ledge Buoy 4.....	1725	Wood End Light.....	12385
Buoy 21.....	32590	Whale Rock Danger Buoy.....	14915	Wood Island Harbor.....	7905
West Bank (Range Front)		Whale Rock Daybeacon.....	17695	Wood Island Light.....	95
Light.....	32110	<i>Whale Rock Lighted Gong</i>		Wood Island Lighted Buoy 2.....	8170
WEST BAY ENTRANCE		Buoy 3.....	17690	Wood Island South Ledge	
LIGHT.....	13685	Whaleback Buoy 7.....	3190	Buoy.....	6340
West Channel.....	27505	Whaleback Daybeacon 8.....	9590	<i>Wood Island South Ledge</i>	
West Chop Light.....	12965	Whaleback Ledge Buoy 1.....	3035	Lighted Bell.....	6345
<i>West Chop Lighted Gong</i>		Whaleback Ledge Buoy 5.....	2700	Woods Creek.....	27760
Buoy 2.....	12960	Whaleback Light.....	180	Woods Hole Passage.....	14400
West Cod Ledge Rock		Whaleboat Island Buoy 8A.....	6735	Woodsburgh Channel.....	29360
Buoy 2WC.....	7365	WHALEBOAT ISLAND		Woolley Pond.....	26845
West Cove.....	19620	LIGHT.....	6730	Woolsey Reef Buoy 34.....	20145
West Falmouth Harbor.....	15015	Whaleboat Island Shoal		Wormell Ledges Buoy 1A.....	840
<i>West Falmouth Lighted</i>		Gong Buoy.....	6725	WRECK POINT LIGHT 3.....	3700
Buoy CP.....	15030	Whaleboat Ledge Buoy.....	6740	Wreck Shoal Bell Buoy 8.....	13720
West Gut Buoy 10.....	11115	Wheaton Reef Buoy 3.....	22285	<i>Wreck Shoal West Lighted</i>	
West Gut Buoy 6.....	11105	Wheeler Bay.....	4620	Bell Buoy 10.....	13730
<i>West Gut Lighted Buoy WG.....</i>	11085	Wheeler Rocks Bell Buoy		Wright Point Buoy 40.....	37115
<i>West Gut Lighted Buoy 5.....</i>	11095	1W.....	4660	WRIGHT POINT LIGHT	
West Halibut Rock Buoy		<i>White Bull Lighted Gong</i>	37285	40A.....	37120
4WH.....	2690	Buoy WB.....	6320	Wychmere Harbor.....	13195
West Harbor.....	19755	WHITE HEAD LIGHT 4.....	11665	Wyman Ledge Buoy 3.....	6335
<i>West Haven Channel</i>		<i>White Ledge Lighted Bell</i>			
Lighted Buoy 1.....	22595	Buoy 1.....	5880	Y	
West Haven Channel.....	22655	White Rock Buoy 10.....	2945	Yacht Yard Channel Buoy 2.....	11340
West Island Ledge Buoy 2A.....	15305	<i>White Rock Lighted Bell</i>		YELLOW HOUSE POINT	
West Island Shoal Bell		Buoy 4.....	20940	LIGHT Y.....	37060
Buoy 2.....	14710	WHITE ROCKS LIGHT 7.....	10175	Yellow Ledge Daybeacon 2.....	4495
WEST ISLIP MARINA		Whitehall Ferry.....	25760	Yellow Mill Channel.....	23040
LIGHT.....	27650	Whitehall Narrows.....	37145	York Harbor.....	8115
West Mark Island Ledge		Whitehead Ledge Daybeacon		York Harbor Bell Buoy YH.....	145
Buoy 2.....	3025	3.....	7060	York Island Rock Buoy 1.....	3075
West Passage.....	17680	Whitehead Light.....	4490	York Ledge Buoy.....	155
<i>West Passage Lighted Gong</i>		Whitehead Passage.....	7055	York Ledge Buoy 17.....	7215
Buoy 9.....	15515	Whitestone Point Light 31.....	25620	York Ledge Daybeacon YL.....	7210
West Penobscot Bay		WHITLOCKS MILL		<i>York Ledge Lighted Whistle</i>	
(PENOBSCOT BAY AND		LIGHT 25.....	960	Buoy 24YL.....	160
APPROACHES (Chart 13302)		<i>WHOI Lighted Buoy A.....</i>	14255	Young Point Daybeacon 19.....	3875
).....	3965	Wickford Harbor.....	17735	Youngs Rock Buoy 15.....	18670
West Penobscot Bay		Wicopesset Island Buoy 11.....	18640		
(PENOBSCOT BAY (Chart		Wicopesset Ledge Buoy 9.....	18635	Z	
13305)).....	4180	Wicopesset Passage Bell		<i>Zephyr Rock Lighted Buoy 5.....</i>	3185
West Quoddy Head Bell		Buoy W.....	18595		
Buoy WQ.....	835	Wicopesset Passage Rock			
West Quoddy Head Light.....	1015	Buoy WP.....	18600		
West River Entrance.....	22211				

PART 1 - SECTION B

COAST PILOT 2

Atlantic Coast

covering

BLOCK ISLAND SOUND+EASTERN LONG ISLAND SOUND

including

general information and appendix

contents found on page vii

United States Coast Pilot

2

Atlantic Coast: Cape Cod to Sandy Hook



U.S. DEPARTMENT OF COMMERCE

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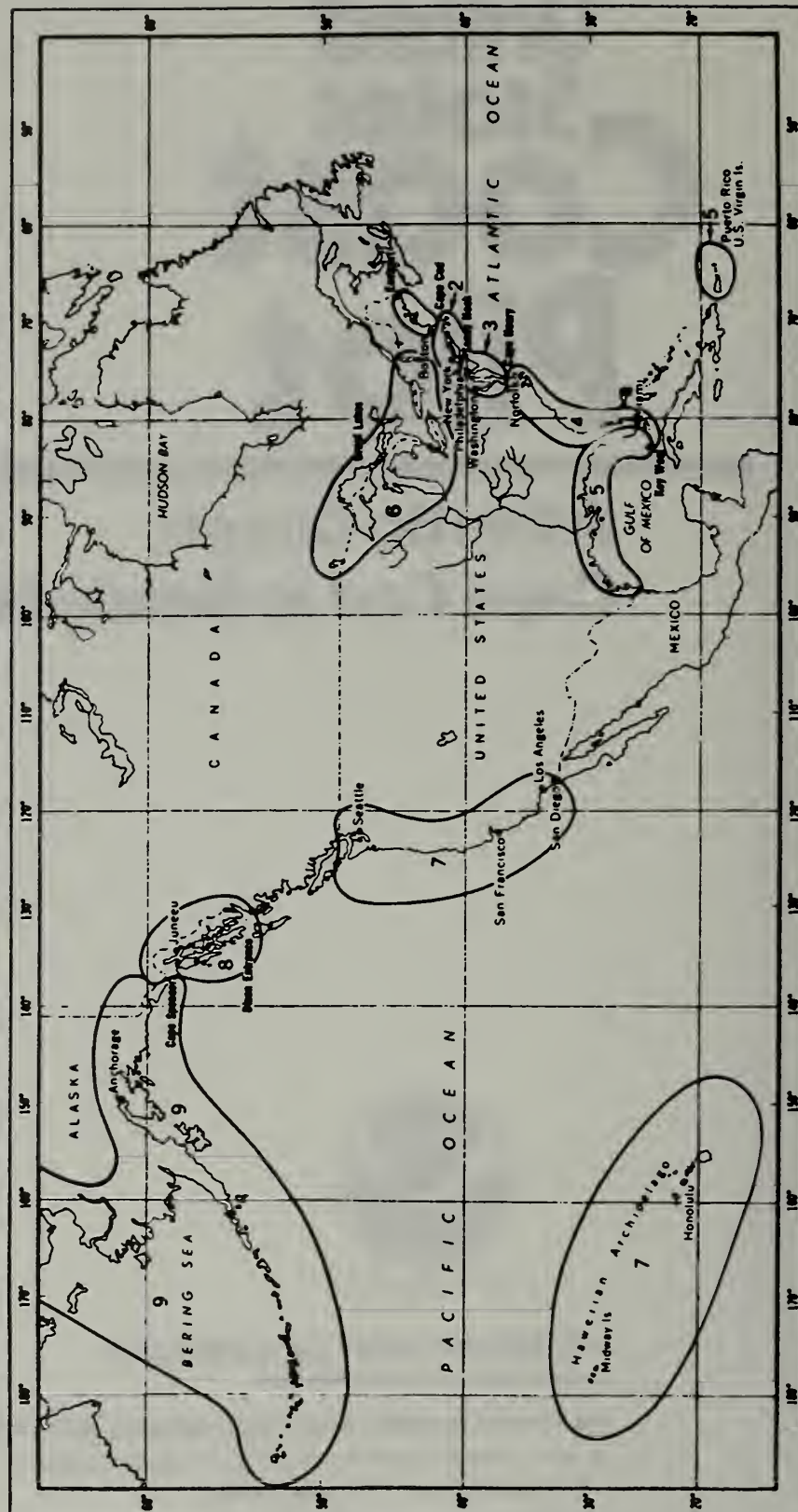
LIMITS OF UNITED STATES COAST PILOTS

Atlantic Coast

- 1 Eastport to Cape Cod
- 2 Cape Cod to Sandy Hook
- 3 Sandy Hook to Cape Henry
- 4 Cape Henry to Key West
- 5 Gulf of Mexico, Puerto Rico, and Virgin Islands

Pacific Coast

- 7 California, Oregon, Washington, and Hawaii
 - 8 Alaska -- Dixon Entrance to Cape Spencer
 - 9 Alaska -- Cape Spencer to Beaufort Sea
- Great Lakes**
- 6 The Lakes and their Connecting Waterways



Preface

The United States Coast Pilot is published by the National Ocean Service (NOS), Charting and Geodetic Services (C&GS), National Oceanic and Atmospheric Administration (NOAA), pursuant to the Act of 6 August 1947 (33 U.S.C. 883a and b) and the Act of 22 October 1968 (44 U.S.C. 1310).

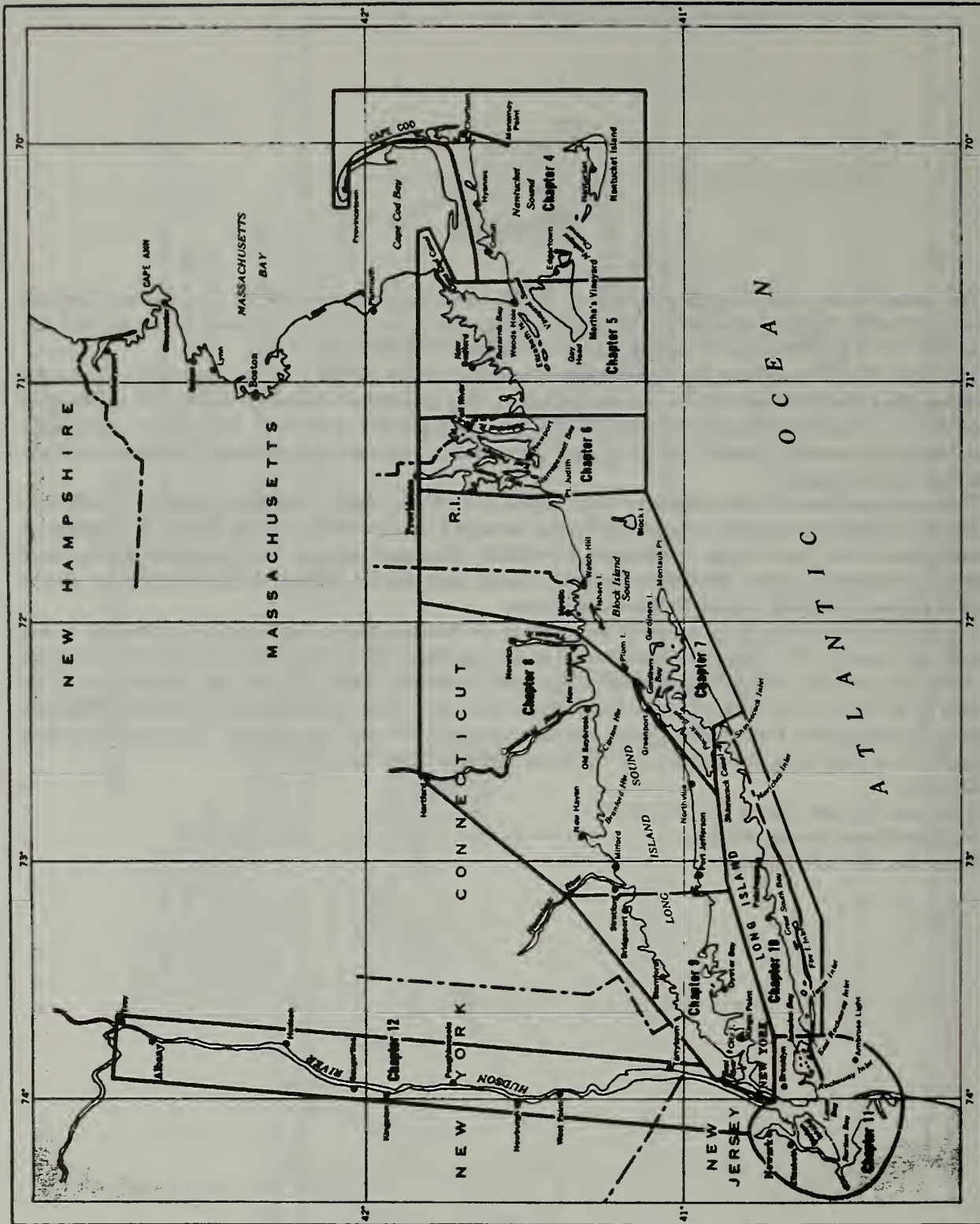
The Coast Pilot supplements the navigational information shown on the nautical charts. The sources for updating the Coast Pilot include, but are not limited to, field inspections conducted by NOAA, information published in Notices to Mariners, reports from NOAA Hydrographic vessels and field parties, information from other Government agencies, State and local governments, maritime and pilotage associations, port authorities, and mariners.

This volume of Coast Pilot 2, Atlantic Coast, Cape Cod to Sandy Hook, cancels the 1991 (25th) Edition.

Notice.-Amendments are issued to this publication through U.S. Coast Guard Local Notices to Mariners. A subscription to the Local Notice to Mariners is available upon application to the appropriate Coast Guard District Commander (Aids to Navigation Branch). Consult appendix for address. All amendments are also issued in Defense Mapping Agency Notices to Mariners.

Mariners and others are urged to report promptly to the National Ocean Service errors, omissions, or any conditions found to differ from or to be additional to those published in the Coast Pilot or shown on the charts in order that they may be fully investigated and proper corrections made. A Coast Pilot Report form is included in the back of this book and a Marine Information Report form is published in the Defense Mapping Agency Hydrographic/Topographic Center Notice to Mariners for your convenience. These reports and/or suggestions for increasing the usefulness of the Coast Pilot should be sent to

Director,
Coast and Geodetic Survey (N/CG 2211),
National Ocean Service, NOAA,
Rockville, MD 20852-3806.



Contents

	Page
Preface	III
Chapter 1. General Information	1
Chapter 2. Navigation Regulations	27
Chapter 7. Block Island Sound	136
Chapter 8. Eastern Long Island Sound	151
Appendix	253
Tables(Follow Appendix)	
Coastal Warning Displays	T-12
Distances	T-13
Index(Follows Tables)	

1. GENERAL INFORMATION

(1) **The UNITED STATES COAST PILOT.**—The National Ocean Service Coast Pilot is a series of nine nautical books that cover a wide variety of information important to navigators of U.S. coastal and intracoastal waters, and the waters of the Great Lakes. Most of this book information cannot be shown graphically on the standard nautical charts and is not readily available elsewhere. The subjects in the Coast Pilot include, but are not limited to, channel descriptions, anchorages, bridge and cable clearances, currents, tide and water levels, prominent features, pilotage, towage, weather, ice conditions, wharf descriptions, dangers, routes, traffic separation schemes, small-craft facilities, and Federal regulations applicable to navigation.

(2) **Notice-Amendments** are issued to this publication through U.S. Coast Guard Local Notices to Mariners. A subscription to the Local Notice to Mariners is available upon application to the appropriate Coast Guard District Commander (Aids to Navigation Branch). Consult appendix for address. All amendments are also issued in Defense Mapping Agency Notices to Mariners.

(3) **Bearings.**—These are true, and when given in degrees are clockwise from 000°(north) to 359°. Light-sector bearings are toward the light.

(4) **Bridges and cables.**—Vertical clearances of bridges and overhead cables are in feet above mean high water unless otherwise stated; clearances of drawbridges are for the closed position, although the open clearances are also given for vertical-lift bridges. Clearances given in the Coast Pilot are those approved for nautical charting, and are supplied by the U.S. Coast Guard (bridges) and U.S. Army Corps of Engineers (cables); they may be as-built (verified by actual inspection after completion of structures) or authorized (design values specified in permit issued prior to construction). No differentiation is made in the Coast Pilot between as-built and authorized clearances. (See charts for horizontal clearances of bridges, as these are given in the Coast Pilot only when they are less than 50 feet.) Submarine cables are rarely mentioned.

(5) **Cable ferries.**—Cable ferries are guided by cables fastened to shore and sometimes propelled by a cable rig attached to the shore. Generally, the cables are suspended during crossings and dropped to the bottom when the ferries dock. Where specific operating procedures are known they are mentioned in the text. Since operating procedures vary, mariners are advised to exercise extreme caution and seek local knowledge. **DO NOT ATTEMPT TO PASS A MOVING CABLE FERRY.**

(6) **Courses.**—These are true and are given in degrees clockwise from 000°(north) to 359°. The courses given are the courses to be made good.

(7) **Currents.**—Stated current velocities are the averages at strength. Velocities are in knots, which are nautical miles per hour. Directions are the true directions to which the currents set.

(8) **Depths.**—Depth is the vertical distance from the chart datum to the bottom and is expressed in the same units (feet, meters or fathoms) as soundings on the applicable chart. (See Chart Datum this chapter for further detail.) The **controlling depth** of a channel is the least depth within the limits of the channel; it restricts the safe use of the channel to drafts of less than that depth. The **centerline controlling depth** of a channel applies only to the channel centerline;

lesser depths may exist in the remainder of the channel. The **midchannel controlling depth** of a channel is the controlling depth of only the middle half of the channel. **Federal project depth** is the design dredging depth of a channel constructed by the Corps of Engineers, U.S. Army; the project depth may or may not be the goal of maintenance dredging after completion of the channel, and, for this reason, project depth must not be confused with controlling depth. **Depths alongside wharves** usually have been reported by owners and/or operators of the waterfront facilities, and have not been verified by Government surveys; since these depths may be subject to change, local authorities should be consulted for the latest controlling depths.

(9) In general, the Coast Pilot gives the project depths for deep-draft ship channels maintained by the Corps of Engineers. The latest controlling depths are usually shown on the charts and published in the Notices to Mariners. For other channels, the latest controlling depths available at the time of publication are given. In all cases, however, mariners are advised to consult with pilots, port and local authorities, and Federal and State authorities for the latest channel controlling depths.

(10) **Under-keel clearances.**—It is becoming increasingly evident that economic pressures are causing mariners to navigate through waters of barely adequate depth, with under-keel clearances being finely assessed from the charted depths, predicted tide levels, and depths recorded by echo sounders.

(11) It cannot be too strongly emphasized that even charts based on modern surveys may not show all sea-bed obstructions or the shoalest depths, and actual tide levels may be appreciably lower than those predicted.

(12) In many ships an appreciable correction must be applied to shoal soundings recorded by echo sounders due to the horizontal distance between the transducers. This separation correction, which is the amount by which recorded depths therefore exceed true depths, increases with decreasing depths to a maximum equal to half the distance apart of the transducers; at this maximum the transducers are aground. Ships whose transducers are more than 6 feet apart should construct a table of true and recorded depths using the Traverse Tables. (Refer to discussion of echo soundings elsewhere in chapter 1.)

(13) Other appreciable corrections, which must be applied to many ships, are for settlement and squat. These corrections depend on the depth of water below the keel, the hull form and speed of the ship.

(14) Settlement causes the water level around the ship to be lower than would otherwise be the case. It will always cause echo soundings to be less than they would otherwise be. Settlement is appreciable when the depth is less than seven times the draft of the ship, and increases as the depth decreases and the speed increases.

(15) Squat denotes a change in trim of a ship underway, relative to her trim when stopped. It usually causes the stern of a vessel to sit deeper in the water. However, it is reported that in the case of mammoth ships squat causes the bow to sit deeper. Depending on the location of the echo sounding transducers, this may cause the recorded depth to be greater or less than it ought to be. **Caution and common sense are continuing requirements for safe navigation.**

(16) **Distances.**—These are in nautical miles unless otherwise stated. A nautical mile is one minute of latitude, or approximately 2,000 yards, and is about 1.15 statute miles.

(17) **Heights.**—These are in feet above the tidal datum used for that purpose on the charts, usually mean high water. However, the heights of the decks of piers and wharves are given in feet above the chart datum for depths.

(18) **Light and fog signal characteristics.** These are not described, and light sectors and visible ranges are normally not defined. (See Coast Guard Light Lists.)

(19) **Obstructions.**—Wrecks and other obstructions are mentioned only if of a relatively permanent nature and in or near normal traffic routes.

(20) **Radio aids to navigation.**—These are seldom described. (See Coast Guard Light Lists and Defense Mapping Agency Radio Navigational Aids.)

(21) **Ranges.**—These are not fully described. “A 339° Range” means that the rear structure bears 339° from the front structure. (See Coast Guard Light Lists.)

(22) **Reported information.**—Information received by NOS from various sources concerning depths, dangers, currents, facilities, and other subjects, which has not been verified by Government surveys or inspections, is often included in the Coast Pilot; such **unverified information** is qualified as “reported,” and should be regarded with caution.

(23) **Time.**—Unless otherwise stated, all times are given in local standard time in the 24-hour system. (Noon is 1200, 2:00 p.m. is 1400, and midnight is 0000.)

(24) **Winds.**—Directions are the true directions from which the winds blow. Unless otherwise indicated, speeds are given in knots, which are nautical miles per hour.

NOTICES TO MARINERS

(25) Notices to Mariners are published by Federal agencies to advise operators of vessels of marine information affecting the safety of navigation. The notices include changes in aids to navigation, depths in channels, bridge and overhead cable clearances, reported dangers, and other useful marine information. They should be used routinely for updating the latest editions of nautical charts and related publications.

(26) **Local Notice to Mariners** is issued by each Coast Guard District Commander for the waters under his jurisdiction. (See appendix for Coast Guard district(s) covered by this volume.) These notices are usually published weekly and may be obtained without cost by making application to the appropriate District Commander.

(27) **Notice to Mariners**, published weekly by the Defense Mapping Agency Hydrographic/Topographic Center, is prepared jointly with NOS and the Coast Guard. These notices contain selected items from the Local Notices to Mariners and other reported marine information required by oceangoing vessels operating in both foreign and domestic waters. Special items covering a variety of subjects and generally not discussed in the Coast Pilot or shown on nautical charts are published annually in Notice to Mariners No. 1. These items are important to the mariner and should be read for future reference. These notices may be obtained by operators or oceangoing vessels, without cost by making application to **Defense Mapping Agency** (see Defense Mapping Agency Procurement Information in appendix).

(28) Notices and reports of **improved channel depths** are also published by district offices of the Corps of Engineers,

U.S. Army (see appendix for districts covered by this volume). Although information from these notices/reports affecting NOS charts and related publications is usually published in the Notices to Mariners, the local district engineer office should be consulted where depth information is critical.

(29) **Marine Broadcast Notices to Mariners** are made by the Coast Guard through Coast Guard, Navy, and some commercial radio stations to report deficiencies and important changes in aids to navigation. (See Radio Navigation Warnings and Weather, this chapter.)

(30) Vessels operating within the limits of the Coast Guard districts can obtain information affecting NOS charts and related publications from the Local Notices to Mariners. Small craft using the Intracoastal Waterway and other waterways and small harbors within the United States that are not normally used by oceangoing vessels will require the Local Notices to Mariners to keep charts and related publications up-to-date. Information for oceangoing vessels can be obtained from the Notice to Mariners published by the Defense Mapping Agency Hydrographic/Topographic Center.

(31) Notices to Mariners may be consulted at Coast Guard district offices, NOS field offices, Defense Mapping Agency Hydrographic/Topographic Center offices and depots, most local marine facilities, and sales agents handling charts and related publications.

U.S. GOVERNMENT AGENCIES PROVIDING MARITIME SERVICES

(32) **Animal and Plant Health Inspection Service**, Department of Agriculture.—The Agricultural Quarantine Inspection Program and Animal Health Programs of this organization are responsible for protecting the Nation's animal population, food and fiber crops, and forests from invasion by foreign pests. They administer agricultural quarantine and restrictive orders issued under authority provided in various acts of Congress. The regulations prohibit or restrict the importation or interstate movement of live animals, meats, animal products, plants, plant products, soil, injurious insects, and associated items that may introduce or spread plant pests and animal diseases which may be new to or not widely distributed within the United States or its territories. Inspectors examine imports at ports of entry as well as the vessel, its stores, and crew or passenger baggage.

(33) The Service also provides an inspection and certification service for exporters to assist them in meeting the quarantine requirements of foreign countries. (See appendix for a list of ports where agricultural inspectors are located and inspections conducted.)

(34) **Customs Service**, Department of the Treasury.—The U.S. Customs Service administers certain laws relating to: entry and clearance of vessels and permits for certain vessel movements between points in the United States; prohibitions against coastwise transportation of passengers and merchandise; salvage, dredging and towing by foreign vessels; certain activities of vessels in the fishing trade; regular and special tonnage taxes on vessels; the landing and delivery of foreign merchandise (including unloading, appraisement, lighterage, drayage, warehousing, and shipment in bond); collection of customs duties, including duty on imported pleasure boats and yachts and 50% duty on foreign repairs to American vessels engaged in trade; customs treatment of sea and ship's stores while in port and the baggage of crewmen and passengers; illegally imported merchandise;

and remission of penalties or forfeiture if customs or navigation laws have been violated. The Customs Service also cooperates with many other Federal agencies in the enforcement of statutes they are responsible for. Customs districts and ports of entry, including customs stations, are listed in the appendix.

(35) The Customs Service may issue, without charge, a **cruising license**, valid for a period of up to 6 months and for designated U.S. waters, to a yacht of a foreign country which has a reciprocal agreement with the United States. A foreign yacht holding a cruising license may cruise in the designated U.S. waters and arrive at and depart from U.S. ports without entering or clearing at the customhouse, filing manifests, or obtaining or delivering permits to proceed, provided it does not engage in trade or violate the laws of the United States or visit a vessel not yet inspected by a Customs Agent and does, within 24 hours of arrival at each port or place in the United States, report the fact of arrival to the nearest customhouse. Countries which have reciprocal agreements granting these privileges to U.S. yachts are Argentina, Australia, Bahama Islands, Bermuda, Canada, Federal Republic of Germany, Great Britain, Greece, Honduras, Jamaica, Liberia, the Netherlands, and New Zealand. Further information concerning cruising licenses may be obtained from the headquarters port for the customs district in which the license is desired. U.S. yacht owners planning cruises to foreign ports may contact the nearest customs district headquarters as to customs requirements.

(36) **National Ocean Service (NOS)**, National Oceanic and Atmospheric Administration (NOAA), Department of Commerce.—The National Ocean Service provides charts and related publications for the safe navigation of marine and air commerce, and provides basic data for engineering and scientific purposes and for other commercial and industrial needs. The principal facilities of NOS are located in Rockville, Md.; in Norfolk, Va. (Atlantic Marine Center); and in Seattle, Wash. (Pacific Marine Center). NOAA ships are based at the marine centers. These offices maintain files of charts and other publications which are available for the use of the mariners, who are invited to avail themselves of the facilities afforded. (See appendix for addresses.)

(37) **Sales agents for Charts, the Coast Pilot, Tide Tables, Tidal and Current Tables, Tidal Current Diagrams, and Tidal Current Charts of the National Ocean Service** are located in many U.S. ports and in some foreign ports. A list of authorized sales agents and chart catalogs may be had free upon request from National Ocean Service, Distribution Branch (N/CG33). (See appendix for address.)

(38) **Nautical charts** are published primarily for the use of the mariner, but serve the public interest in many other ways. They are compiled principally from NOS basic field surveys, supplemented by data from other Government organizations.

(39) **Tide Tables** are issued annually by NOS in advance of the year for which they are prepared. These tables include predicted times and heights of high and low waters for every day in the year for a number of reference stations and differences for obtaining similar predictions for numerous other places. They also include other useful information such as a method of obtaining heights of tide at any time, local mean time of sunrise and sunset for various latitudes, reduction of local mean time to standard time, and time of moonrise and moonset for various ports.

(40) **Caution.**—In using the Tide Tables, slack water should not be confused with high or low water. For ocean stations there is usually little difference between the time of

high or low water and the beginning of ebb or flood currents; but for places in narrow channels, landlocked harbors, or on tidal rivers, the time of slack current may differ by several hours from the time of high or low water. The relation of the times of high or low water to the turning of the current depends upon a number of factors, so that no simple general rule can be given. (To obtain the times of slack water, refer to the Tidal Current Tables.)

(41) **Tidal Current Tables** for the coasts of the United States are issued annually by NOS in advance of the year for which they are prepared. These tables include daily predictions of the times of slack water and the times and velocities of strength of flood and ebb currents for a number of waterways, together with differences for obtaining predictions for numerous other places. Also included is other useful information such as a method for obtaining the velocity of current at any time, duration of slack, coastal tidal currents, wind currents, combination of currents, and current diagrams. Some information on the Gulf Stream is included in the tables for the Atlantic coast.

(42) **Tidal Current Charts** are published by NOS for various localities. These charts depict the direction and velocity of the current for each hour of the tidal cycle. They present a comprehensive view of the tidal current movement in the respective waterways as a whole and when used with the proper current tables or tide tables supply a means for readily determining for any time the direction and velocity of the current at various localities throughout the areas covered.

(43) **Tidal Current Diagrams**, published annually by NOS, are a series of 12 monthly computer constructed diagrams used in conjunction with the Tidal Current Charts for a particular area. The diagrams present an alternate but more simplified method for calculating the speed and direction of the tidal currents in bays, estuaries, and harbors.

(44) **Coast Guard**, Department of Transportation.—The Coast Guard has among its duties the enforcement of the laws of the United States on the high seas and in coastal and inland waters of the U.S. and its possessions; enforcement of navigation and neutrality laws and regulations; establishment and enforcement of navigational regulations upon the Inland Waters of the United States, including the establishment of a demarcation line separating the high seas from waters upon which U.S. navigational rules apply; administration of the Oil Pollution Act of 1961, as amended; establishment and administration of vessel anchorages; approval of bridge locations and clearances over navigable waters; administration of the alteration of obstructive bridges; regulation of drawbridge operations; inspection of vessels of the Merchant Marine; admeasurement of vessels; documentation of vessels; preparation and publication of merchant vessel registers; registration of stack insignia; port security; issuance of Merchant Marine licenses and documents; search and rescue operations; investigation of marine casualties and accidents, and suspension and revocation proceedings; destruction of derelicts; operation of aids to navigation; publication of Light Lists and Local Notices to Mariners; and operation of ice-breaking facilities.

(45) The Coast Guard, with the cooperation of coast radio stations of many nations, operates the **Automated Mutual-assistance Vessel Rescue System (AMVER)**. It is an international maritime mutual assistance program which provides important aid to the development and coordination of search and rescue (SAR) efforts in many offshore areas of the world. Merchant ships of all nations making offshore passages are encouraged to voluntarily send movement (sailing) reports and periodic position reports to the AMVER

Center at Coast Guard New York via selected radio stations. Information from these reports is entered into an electronic computer which generates and maintains dead reckoning positions for the vessels. Characteristics of vessels which are valuable for determining SAR capability are also entered into the computer from available sources of information.

(46) A worldwide communications network of radio stations supports the AMVER System. Propagation conditions, location of vessel, and traffic density will normally determine which station may best be contacted to establish communications. To ensure that no charge is applied, all AMVER reports should be passed through specified radio stations. Those stations which currently accept AMVER reports and apply no coastal station, ship station, or landline charge are listed in each issue of the "AMVER Bulletin" publication. Also listed are the respective International radio call signs, locations, frequency bands, and hours of operation. The "AMVER Bulletin" is available from Commander, Atlantic Area (As), U.S. Coast Guard, AMVER Center, Governors Island, New York, N.Y. 10004. Although AMVER reports may be sent through nonparticipating stations, the Coast Guard cannot reimburse the sender for any charges applied.

(47) Information concerning the predicted location and SAR characteristics of each vessel known to be within the area of interest is made available upon request to recognized SAR agencies of any nation or vessels needing assistance. Predicted locations are only disclosed for reasons related to marine safety.

(48) Benefits of AMVER participation to shipping include: (1) improved chances of aid in emergencies, (2) reduced number of calls for assistance to vessels not favorably located, and (3) reduced time lost for vessels responding to calls for assistance. An AMVER participant is under no greater obligation to render assistance during an emergency than a vessel who is not participating.

(49) All AMVER messages should be addressed to Coast Guard New York regardless of the station to which the message is delivered, except those sent to Canadian stations which should be addressed to AMVER Halifax or AMVER Vancouver to avoid incurring charges to the vessel for these messages.

(50) Instructions guiding participation in the AMVER System are available in the following languages: Chinese, Danish, Dutch, English, French, German, Greek, Italian, Japanese, Korean, Norwegian, Polish, Portuguese, Russian, Spanish, and Swedish. The AMVER Users Manual is available from: Commander, Atlantic Area, U.S. Coast Guard, Governors Island, N.Y. 10004-5000; Commander, Pacific Area, U.S. Coast Guard, Coast Guard Island, Alameda, CA. 94501-5100; and at U.S. Coast Guard District Offices, Marine Safety Offices, Marine Inspection Offices, and Captain of the Port Offices in major U.S. ports. Requests for instructions should state the language desired if other than English.

(51) For AMVER participants bound for U.S. ports there is an additional benefit. AMVER participation via messages which include the necessary information is considered to meet the requirements of 33 CFR 160. (See 160.201, chapter 2, for rules and regulations.)

(52) **AMVER Reporting Required.**—U.S. Maritime Administration regulations effective August 1, 1983, state that certain U.S. flag vessels and foreign flag "War Risk" vessels must report and regularly update their voyages to the AMVER Center. This reporting is required of the following: (a) U.S. flag vessels of 1,000 gross tons or greater, operating

in foreign commerce; (b) foreign flag vessels of 1,000 gross tons or greater, for which an Interim War Risk Insurance Binder has been issued under the provisions of Title XII, Merchant Marine Act, 1936.

(53) Details of the above procedures are contained in the AMVER Users Manual. The system is also published in DMAHTC Pub. 117.

(54) Search and Rescue Operation procedures are contained in the International Maritime Organization (IMO) SAR Manual (MERSAR). U.S. flag vessels may obtain a copy of MERSAR from local Coast Guard Marine Safety Offices and Marine Inspection Offices or by writing to U.S. Coast Guard (G-OSR), Washington, D.C. 20593-0001. Other flag vessels may purchase MERSAR directly from IMO.

(55) The Coast Guard conducts and/or coordinates search and rescue operations for surface vessels and aircraft that are in distress or overdue. (See Distress Signals and Communication Procedures this chapter.)

(56) **Light Lists**, published by the Coast Guard, describe aids to navigation, consisting of lights, fog signals, buoys, lightships, daybeacons, and electronic aids, in United States (including Puerto Rico and U.S. Virgin Islands) and contiguous Canadian waters. Light Lists are for sale by the Government Printing Office (see appendix for address) and by sales agents in the principal seaports. Mariners should refer to these publications for detailed information regarding the characteristics and visibility of lights, and the descriptions of light structures, lightships, buoys, fog signals, and electronic aids.

(57) **Documentation** (issuance of certificates of registry, enrollments, and licenses), admeasurements of vessels, and administration of the various navigation laws pertaining thereto are functions of the Coast Guard. Yacht commissions are also issued, and certain undocumented vessels required to be numbered by the Federal Boat Safety Act of 1971 are numbered either by the Coast Guard or by a State having an approved numbering system (the latter is most common). Owners of vessels may obtain the necessary information from any Coast Guard District Commander, Marine Safety Office, or Marine Inspection Office. Coast Guard District Offices, Coast Guard Stations, Marine Safety Offices, Captain of the Port Offices, Marine Inspection Offices, and Documentation Offices are listed in the appendix. (Note: A Marine Safety Office performs the same functions as those of a Captain of the Port and a Marine Inspection Office. When a function is at a different address than the Marine Safety Office, it will be listed separately in the appendix.)

(58) **Corps of Engineers**, Department of the Army.—The Corps of Engineers has charge of the improvement of the rivers and harbors of the United States and of miscellaneous other civil works which include the administration of certain Federal laws enacted for the protection and preservation of navigable waters of the United States; the establishment of regulations for the use, administration, and navigation of navigable waters; the establishment of harbor lines; the removal of sunken vessels obstructing or endangering navigation; and the granting of permits for structures or operations in navigable waters, and for discharges and deposits of dredged and fill materials in these waters.

(59) Information concerning the various ports, improvements, channel depths, navigable waters, and the condition of the Intracoastal Waterways in the areas under their jurisdiction may be obtained direct from the District Engineer Offices. (See appendix for addresses.)

(60) **Fishtraps.**—The Corps of Engineers has general supervision of location, construction, and manner of maintenance of all traps, weirs, pounds, or other fishing structures in the navigable waters of the United States. Where State and/or local controls are sufficient to regulate these structures, including that they do not interfere with navigation, the Corps of Engineers leaves such regulation to the State or local authority. (See 33 CFR 330 (not carried in this Pilot) for applicable Federal regulations.) Construction permits issued by the Engineers specify the lights and signals required for the safety of navigation.

(61) **Fish havens,** artificial reefs constructed to attract fish, can be established in U.S. coastal waters only as authorized by a Corps of Engineers permit; the permit specifies the location, extent, and depth over these “underwater junk piles.”

(62) **Environmental Protection Agency (EPA).**—The U.S. Environmental Protection Agency provides coordinated governmental action to assure the protection of the environment by abating and controlling pollution on a systematic basis. The ocean dumping permit program of the Environmental Protection Agency provides that except when authorized by permit, the dumping of any material into the ocean is prohibited by the “Marine Protection, Research, and Sanctuaries Act of 1972, Public Law 92-532,” as amended (33 USC 1401 et seq.).

(63) **Permits for the dumping of dredged material** into waters of the United States, including the territorial sea, and into ocean waters are issued by the Corps of Engineers. Permits for the dumping of fill material into waters of the United States, including the territorial sea, are also issued by the Corps of Engineers. Permits for the dumping of other material in the territorial sea and ocean waters are issued by the Environmental Protection Agency.

(64) Corps of Engineers regulations relating to the above are contained in 33 CFR 323-324; Environmental Protection Agency regulations are in 40 CFR 220-229. (See Disposal Sites, this chapter.)

(65) Persons or organizations who want to file for an application for an ocean dumping permit should write the Environmental Protection Agency Regional Office for the region in which the port of departure is located. (See appendix for addresses of regional offices and States in the EPA coastal regions.)

(66) The letter should contain the name and address of the applicant; name and address of person or firm; the name and usual location of the conveyance to be used in the transportation and dumping of the material involved; a physical description where appropriate; and the quantity to be dumped and proposed dumping site.

(67) Everyone who writes EPA will be sent information about a final application for a permit as soon as possible. This final application is expected to include questions about the description of the process or activity giving rise to the production of the dumping material; information on past activities of applicant or others with respect to the disposal of the type of material involved; and a description about available alternative means of disposal of the material with explanations about why an alternative is thought by the applicant to be inappropriate.

(68) **Federal Communications Commission.**—The Federal Communications Commission controls non-Government radio communications in the United States, Guam, Puerto Rico, and the Virgin Islands. Commission inspectors have

authority to board ships to determine whether their radio stations comply with international treaties, Federal Laws, and Commission regulations. The commission has field offices in the principal U.S. ports. (See appendix for addresses.) Information concerning ship radio regulations and service documents may be obtained from the Federal Communications Commission, Washington, D.C. 20554, or from any of the field offices.

(69) **Immigration and Naturalization Service, Department of Justice.**—The Immigration and Naturalization Service administers the laws relating to admission, exclusion, and deportation of aliens, the registration and fingerprinting of aliens, and the naturalization of aliens lawfully resident in the United States.

(70) The designated ports of entry for aliens are divided into three classes. Class A is for all aliens. Class B is only for aliens who at the time of applying for admission are lawfully in possession of valid resident aliens' border-crossing identification cards or valid nonresident aliens' border-crossing identification cards or are admissible without documents under the documentary waivers contained in 8 CFR 212.1(a). Class C is only for aliens who are arriving in the United States as crewmen as that term is defined in Section 101(a) (10) of the Immigration and Nationality Act. [The term “crewman” means a person serving in any capacity on board a vessel or aircraft. No person may enter the United States until he has been inspected by an immigration officer. A list of the offices covered by this Coast Pilot is given in the appendix.]

(71) **Defense Mapping Agency Hydrographic/Topographic Center (DMAHTC), Department of Defense.**—The Defense Mapping Agency Hydrographic/Topographic Center provides hydrographic, navigational, topographic, and geodetic data, charts, maps, and related products and services to the Armed Forces, other Federal Agencies, the Merchant Marine and mariners in general. Publications include Sailing Directions, List of Lights, Distances Between Ports, Radio Navigational Aids, International Code of Signals, American Practical Navigator (Bowditch), and Notice to Mariners. (See Defense Mapping Agency Procurement Information in appendix.)

(72) **Public Health Service, Department of Health and Human Services.**—The Public Health Service administers foreign quarantine procedures at U.S. ports of entry.

(73) All vessels arriving in the United States are subject to public health inspection. Vessels subject routine boarding for quarantine inspection are only those which have had on board during the 15 days preceding the date of expected arrival or during the period since departure (whichever period of time is shorter) the occurrence of any death or ill person among passengers or crew (including those who have disembarked or have been removed). The master of a vessel must report such occurrences immediately by radio to the quarantine station at or nearest the port at which the vessel will arrive.

(74) In addition, the master of a vessel carrying 13 or more passengers must report by radio 24 hours before arrival the number of cases (including zero) of diarrhea in passengers and crew recorded in the ship's medical log during the current cruise. All cases that occur after the 24 hour report must also be reported not less than 4 hours before arrival.

(75) “Ill person” means person who:

(76) 1. Has a temperature of 100°F (or 38°C) or greater, accompanied by a rash, glandular swelling, or jaundice, or which has persisted for more than 48 hours; or

(77) 2. Has diarrhea, defined as the occurrence in a 24 hour period of three or more loose stools or of a greater than normal (for the person) amount of loose stools.

(78) Vessels arriving at ports under control of the United States are subject to sanitary inspection to determine whether measures should be applied to prevent the introduction, transmission, or spread of communicable disease.

(79) Specific public health laws, regulations, policies, and procedures may be obtained by contacting U.S. Quarantine Stations, U.S. Consulates or the Chief Program Operations, Division of Quarantine, Centers for Disease Control, Atlanta, Ga. 30333. (See appendix for addresses of U.S. Public Health Service Quarantine Stations.)

(80) **Food and Drug Administration (FDA), Public Health Service, Department of Health and Human Services.**—Under the provisions of the Control of Communicable Diseases Regulations (21 CFR 1240) and Interstate Conveyance Sanitation Regulations (21 CFR 1250), vessel companies operating in interstate traffic shall obtain potable water for drinking and culinary purposes only at watering points found acceptable to the Food and Drug Administration. Water supplies used in watering point operations must also be inspected to determine compliance with applicable Interstate Quarantine Regulations (42 CFR 72). These regulations are based on authority contained in the Public Health Service Act (PL 78-410). Penalties for violation of any regulation prescribed under authority of the Act are provided for under Section 368 (42 USC 271) of the Act.

(81) **Vessel Watering Points.**—FDA annually publishes a list of Acceptable Vessel Watering Points. This list is available from most FDA offices or from Interstate Travel Sanitation Subprogram Center for Food Safety and Applied Nutrition, FDA (HFF-312), 200 C Street SW., Washington, D.C. 20204. Current status of watering points can be ascertained by contacting any FDA office. (See appendix for addresses.)

(82) **National Weather Service (NWS), National Oceanic and Atmospheric Administration (NOAA), Department of Commerce.**—The National Weather Service provides marine weather forecasts and warnings for the U.S. coastal waters, the Great Lakes, offshore waters, and high seas areas. Scheduled marine forecasts are issued four times daily from more than 20 National Weather Service Forecast Offices (WSFOs) around the country, operating 24 hours a day. Marine services are also provided by over 50 National Weather Service Offices with local areas of responsibility. (See appendix for Weather Service Forecast Offices and Weather Service Offices for the area covered by this Coast Pilot.)

(83) Typically, the forecasts contain information on wind speed and direction, wave heights, visibility, weather, and a general synopsis of weather patterns affecting the region. The forecasts are supplemented with special marine warnings and statements, radar summaries, marine observations, small-craft advisories, gale warnings, storm warnings and various categories of tropical cyclone warnings e.g., tropical depression, tropical storm and hurricane warnings. Specialized products such as coastal flood, seiche, and tsunami warnings, heavy surf advisories, low water statements, ice forecasts and outlooks, and lake shore warnings and statements are issued as necessary.

(84) The principal means of disseminating marine weather services and products in coastal areas is NOAA Weather

Radio. This network of more than 350 stations nationwide is operated by the NWS and provides continuous broadcasts of weather information for the general public. These broadcasts repeat taped messages every 4-6 minutes. Tapes are updated periodically, usually every 2-3 hours and amended as required to include the latest information. When severe weather threatens, routine transmissions are interrupted and the broadcast is devoted to emergency warnings. (See appendix for NOAA Weather Radio Stations covered by this Coast Pilot.)

(85) In coastal areas, the programming is tailored to the needs of the marine community. Each coastal marine forecast covers a specific area. For example, "Cape Henlopen to Virginia Beach, out 20 miles." The broadcast range is about 40 miles from the transmitting antenna site, depending on terrain and quality of the receiver used. When transmitting antennas are on high ground, the range is somewhat greater, reaching 60 miles or more. Some receivers are equipped with a warning alert device that can be turned on by means of a tone signal controlled by the NWS office concerned. This signal is transmitted for 13 seconds preceding an announcement of a severe weather warning.

(86) NWS marine weather products are also disseminated to marine users through the broadcast facilities of the Coast Guard, Navy, National Bureau of Standards, certain Sea Grant Universities, and commercial marine radio stations. Details on these broadcasts including times, frequencies, and broadcast content are listed in the joint NWS/Navy publication *Selected Worldwide Marine Weather Broadcasts*. For marine weather services in the coastal areas, the NWS publishes a series of Marine Weather Services Charts showing locations of NOAA Weather Radio stations, sites, telephone numbers of recorded weather messages and NWS offices, and other useful marine weather information.

(87) Ships of all nations share equally in the effort to report weather observations. These reports enable meteorologists to create a detailed picture of wind, wave, and weather patterns over the open waters that no other data source can provide and upon which marine forecasts are based. The effectiveness and reliability of these forecasts and warnings plus other services to the marine community are strongly linked to the observations received from mariners. There is an especially urgent need for ship observations in the coastal waters, and the NWS asks that these be made and transmitted whenever possible. Many storms originate and intensify in coastal areas. There may be a great difference in both wind direction and speed between the open sea, the offshore waters, and on the coast itself.

(88) Information on how ships, commercial fishermen, offshore industries, and others in the coastal zone may participate in the marine observation program is available from National Weather Service Port Meteorological Officers (PMOs). Port Meteorological Officers are located in major U.S. port cities and the Republic of Panama, where they visit ships in port to assist masters and mates with the weather observation program, provide instruction on the interpretation of weather charts, calibrate barometers and other meteorological instruments, and discuss marine weather communications and marine weather requirements affecting the ships' operations. (See appendix for addresses of Port Meteorological Officers in or near the area covered by this Coast Pilot.)

(89) **National Environmental Satellite, Data, and Information Service (NESDIS), National Oceanic and Atmospheric Administration (NOAA), Department of Commerce.**—Among its functions, NESDIS archives, processes,

and disseminates the non-realtime meteorological and oceanographic data collected by government agencies and private institutions. Marine weather observations are collected from ships at sea on a voluntary basis. About 1 million observations are received annually at NESDIS's National Climatic Center. They come from vessels representing every maritime nation. These observations, along with land data, are returned to the mariners in the form of climatological summaries and atlases for coastal and ocean areas. They are available in such NOAA publications as the U.S. Coast Pilot, Mariners Weather Log, and Local Climatological Data, Annual Summary. They also appear in the Defense Mapping Agency Pilot Charts and Sailing Directions Planning Guides.

DISTRESS SIGNALS AND COMMUNICATION PROCEDURES

(90) **Coast Guard search and rescue operations.**—The Coast Guard conducts and/or coordinates search and rescue operations for surface vessels or aircraft that are in distress or overdue. Search and Rescue vessels and aircraft have special markings, including a wide slash of red-orange and a small slash of blue on the forward portion of the hull or fuselage. Other parts of aircraft, normally painted white, may have other areas painted red to facilitate observation. The cooperation of vessel operators with Coast Guard helicopters, fixed-wing aircraft, and vessels may mean the difference between life and death for some seaman or aviator; such cooperation is greatly facilitated by the prior knowledge on the part of vessel operators of the operational requirements of Coast Guard equipment and personnel, of the international distress signals and procedures, and of good seamanship.

(91) **International distress signals.**—(1) A signal made by radiotelegraphy or by any other signalling method consisting of the group "SOS" in Morse Code.

(92) (2) A signal sent by radiotelephony consisting of the spoken word "MAYDAY."

(93) (3) The International Flag Code Signal of NC.

(94) (4) A signal consisting of a square flag having above or below it a ball or anything resembling a ball.

(95) (5) Flames on the craft (as from a burning oil barrel, etc.)

(96) (6) A rocket parachute flare or hand flare showing a red light.

(97) (7) Rockets or shells, throwing red stars fired one at a time at short intervals.

(98) (8) Orange smoke, as emitted from a distress flare.

(99) (9) Slowly and repeatedly raising and lowering arms outstretched to each side.

(100) (10) A gun or other explosive signal fired at intervals of about 1 minute.

(101) (11) A continuous sounding of any fog-signal apparatus.

(102) (12) The radiotelegraph alarm signal.

(103) (13) The radiotelephone alarm signal.

(104) (14) Signals transmitted by emergency position-indicating radiobeacons.

(105) (15) A piece of orange-colored canvas with either a black square and circle or other appropriate symbol (for identification from the air).

(106) (16) A dye marker.

(107) **Radio distress procedures.**—Distress calls are made on 500 kHz (SOS) for radiotelegraphy and on 2182 kHz or VHF-FM channel 16 (MAYDAY) for radiotelephony. For less serious situations than warrant the distress procedure, the urgency signal PAN-PAN (PAHN-PAHN, spoken

three times), or the safety signal SECURITY (SAY-CURITAY, spoken three times), for radiotelephony, are used as appropriate. Since radiotelegraph transmissions are normally made by professional operators, and urgency and safety situations are less critical, only the distress procedures for voice radiotelephone are described. For complete information on emergency radio procedures, see 47 CFR 83 or DMAHTC Pub. 117. (See appendix for a list of Coast Guard Stations which guard 2182 kHz and 156.80 MHz.) Complete information on distress guards can be obtained from Coast Guard District Commanders.

(108) Distress calls indicate a vessel or aircraft is threatened by grave and imminent danger and requests immediate assistance. They have absolute priority over all other transmissions. All stations which hear a distress call must immediately cease any transmission capable of interfering with the distress traffic and shall continue to listen on the frequency used for the emission of the distress call. This call shall not be addressed to a particular station, and acknowledgement of receipt shall not be given before the distress message which follows it is sent.

(109) **Radiotelephone distress communications include the following actions:**

(110) (1) The radiotelephone alarm signal (if available): The signal consists of two audio tones, of different pitch, transmitted alternately; its purpose is to attract the attention of persons on radio watch or to actuate automatic alarm devices. It may only be used to announce that a distress call or message is about to follow.

(111) (2) The distress call, consisting of:—the distress signal MAYDAY (spoken three times);

(112) the words THIS IS (spoken once);

(113) the call sign or name of the vessel in distress (spoken three times).

(114) (3) The distress message follows immediately and consists of:

(115) the distress signal MAYDAY;

(116) the call sign and name of the vessel in distress;

(117) particulars of its position (latitude and longitude, or true bearing and distance from a known geographical position);

(118) the nature of the distress;

(119) the kind of assistance desired;

(120) the number of persons aboard and the condition of any injured;

(121) present seaworthiness of vessel;

(122) description of the vessel (length; type; cabin; masts; power; color of hull, superstructure, trim; etc.);

(123) any other information which might facilitate the rescue, such as display of a surface-to-air identification signal or a radar reflector;

(124) your listening frequency and schedule;

(125) THIS IS (call sign and name of vessel in distress).
OVER.

(126) (4) **Acknowledgement of receipt of a distress message:** If a distress message is received from a vessel which is definitely in your vicinity, immediately acknowledge receipt. If it is not in your vicinity, allow a short interval of time to elapse before acknowledging, in order to permit vessels nearer to the vessel in distress to acknowledge receipt without interference. However, in areas where reliable communications with one or more shore stations are practicable, all vessels may defer this acknowledgement for a short interval so that a shore station may acknowledge receipt first. The acknowledgement of receipt of a distress is given as follows:

(127) the call sign or name of the vessel sending the distress (spoken three times);

- (128) the words **THIS IS**;
- (129) the call sign or name of acknowledging vessel (spoken three times);
- (130) The words **RECEIVED MAYDAY**.
- (131) After the above acknowledgement, allow a momentary interval of listening to insure that you will not interfere with another vessel better situated to render immediate assistance; if not, with the authority of the person in charge of the vessel, transmit:

- (132) the word **MAYDAY**;
 - (133) the call sign and name of distressed vessel;
 - (134) the words **THIS IS**;
 - (135) the call sign and name of your vessel;
 - (136) your position (latitude and longitude, or true bearing and distance from a known geographical position);
 - (137) the speed you are proceeding towards, and the approximate time it will take to reach, the distressed vessel.
- OVER.**

(138) (5) **Further distress messages and other communications:** Distress communications consist of all messages relating to the immediate assistance required by the distressed vessel. Each distress communication shall be preceded by the signal **MAYDAY**. The vessel in distress or the station in control of distress communications may impose silence on any station which interferes. The procedure is:—the words **SEELONCE MAYDAY** (Seelonc is French for silence). Silence also may be imposed by nearby mobile stations other than the vessel in distress or the station in control of distress communications. The mobile station which believes that silence is essential may request silence by the following procedure:—the word **SEELONCE**, followed by the word **DISTRESS**, and its own call sign.

(139) (6) **Transmission of the distress procedure by a vessel or shore station not itself in distress:** A vessel or a shore station which learns that a vessel is in distress shall transmit a distress message in any of the following cases:

- (140) (a) When the vessel in distress is not itself able to transmit the distress message.
- (141) (b) When a vessel or a shore station considers that further help is necessary.
- (142) (c) When, although not in a position to render assistance, it has heard a distress message that has not been acknowledged.
- (143) In these cases, the transmission shall consist of:
- (144) the radiotelephone alarm signal (if available);
- (145) the words **MAYDAY RELAY** (spoken three times);
- (146) the words **THIS IS**;
- (147) the call sign and name of vessel (or shore station), spoken three times.

(148) When a vessel transmits a distress under these conditions, it shall take all necessary steps to contact the Coast Guard or a shore station which can notify the Coast Guard.

(149) (7) **Termination of distress:** When distress traffic has ceased, or when silence is no longer necessary on the frequency used for the distress traffic, the station in control shall transmit on that frequency a message to all stations as follows:

- (150) the distress signal **MAYDAY**;
- (151) the call **TO ALL STATIONS**, spoken three times;
- (152) the words **THIS IS**;
- (153) the call sign and name of the station sending the message;
- (154) the time;
- (155) the name and call sign of the vessel in distress;
- (156) the words **SEELONCE FEENEE** (French for silence finished).

DISTRESS ASSISTANCE AND COORDINATION PROCEDURES

(157) **Surface ship procedures for assisting distressed surface vessels.**

(158) (1) The following immediate action should be taken by each ship on receipt of a distress message:

- (159) (a) Acknowledge receipt and, if appropriate, retransmit the distress message;
- (160) (b) Immediately try to take D/F bearings during the transmission of the distress message and maintain a D/F watch on 500 kHz and/or 2182 kHz;
- (161) (c) Communicate the following information to the ship in distress:
- (162) (i) identity;
- (163) (ii) position;
- (164) (iii) speed and estimated time of arrival (ETA);
- (165) (iv) when available, true bearing of the ship in distress.

(166) (d) Maintain a continuous listening watch on the frequency used for the distress. This will normally be:

- (167) (i) 500 kHz (radiotelegraphy) and/or
- (168) (ii) 2182 kHz (radiotelephony).
- (169) (e) Additionally, maintain watch on VHF-FM channel 16 as necessary;
- (170) (f) Operate radar continuously;
- (171) (g) If in the vicinity of the distress, post extra look-outs.

(172) (2) The following action should be taken when proceeding to the area of distress:

- (173) (a) Plot the position, course, speed, and ETA of other assisting ships.
- (174) (b) Know the communication equipment with which other ships are fitted. This information may be obtained from the International Telecommunication Union's List of Ship Stations.

(175) (c) Attempt to construct an accurate "picture" of the circumstances attending the casualty. The important information needed is included under Distress Signals and Communication Procedures, this chapter. Should the ship in distress fail to transmit this information, a ship proceeding to assist should request what information is needed.

(176) (3) The following on-board preparation while proceeding to the distress area should be considered:

- (177) (a) A rope (guest warp) running from bow to quarter at the waterline on each side and secured by lizards to the ship's side to assist boats and rafts to secure alongside;
- (178) (b) A derrick rigged ready for hoisting on each side of the ship with a platform cargo sling, or rope net, secured to the runner to assist the speedy recovery of exhausted or injured survivors in the water;

(179) (c) Heaving lines, ladders, and scramble net placed ready for use along both sides of the ship on the lowest open deck and possibly crew members suitably equipped to enter the water and assist survivors;

(180) (d) A ship's liferaft made ready for possible use as a boarding station;

(181) (e) Preparations to receive survivors who require medical assistance including the provision of stretchers;

(182) (f) When own lifeboat is to be launched, any means to provide communications between it and the parent ship will prove to be of very great help;

(183) (g) A line throwing appliance with a light line and a heavy rope, ready to be used for making connection either with the ship in distress or with survival craft.

(184) **Aircraft procedures for directing surface craft to scene of distress incident.**—The following procedures performed in sequence by an aircraft mean that the aircraft is

directing a surface craft toward the scene of a distress incident,

(185) (a) Circling the surface craft at least once.

(186) (b) Crossing the projected course of the surface craft close ahead at low altitude, rocking the wings, opening and closing the throttle, or changing the propeller pitch.

(187) (c) Heading in the direction in which the surface craft is to be directed. The surface craft should acknowledge the signal by changing course and following the aircraft. If, for any reason, it is impossible to follow, the surface craft should hoist the international code flag NOVEMBER, or use any other signaling means available to indicate this.

(188) The following procedures performed by an aircraft mean that the assistance of the surface craft is no longer required:

(189) (a) Crossing the wake of the surface craft close astern at a low altitude, rocking the wings, opening and closing the throttle or changing the propeller pitch.

(190) Since modern jet-engined aircraft cannot make the characteristic sound associated with opening and closing the throttle, or changing propeller pitch, ships should be alert to respond to the signals without the sounds, when jets or turboprop aircraft are involved.

(191) **Surface ship procedures for assisting aircraft in distress.**

(192) 1. When an aircraft transmits a distress message by radio, the first transmission is generally made on the designated air/ground enroute frequency in use at the time between the aircraft and aeronautical station. The aircraft may change to another frequency, possibly another enroute frequency or the aeronautical emergency frequencies of 121.50 MHz or 243 MHz. In an emergency, it may use any other available frequency to establish contact with any land, mobile, or direction-finding station.

(193) 2. There is liaison between Coast Radio Stations aeronautical units, and land-based search and rescue organizations. Merchant ships will ordinarily be informed of aircraft casualties at sea by broadcast messages from Coast Radio Stations, made on the international distress frequencies of 500 kHz and 2182 kHz. Ships may, however, become aware of the casualty by receiving:

(194) (a) An SOS message from an aircraft in distress which is able to transmit on 500 kHz or a distress signal from an aircraft using radiotelephone on 2182 kHz.

(195) (b) A radiotelegraphy distress signal on 500 kHz from a hand-operated emergency transmitter carried by some aircraft.

(196) (c) A message from a SAR aircraft.

(197) 3. For the purpose of emergency communications with aircraft, special attention is called to the possibility of conducting direct communications on 2182 kHz, if both ship and aircraft are so equipped.

(198) 4. An aircraft in distress will use any means at its disposal to attract attention, make known its position, and obtain help, including some of the signals prescribed by the applicable Navigation Rules.

(199) 5. Aircraft usually sink quickly (e.g. within a few minutes). Every endeavor will be made to give ships an accurate position of an aircraft which desires to ditch. When given such a position, a ship should at once consult any other ships in the vicinity on the best procedure to be adopted. The ship going to the rescue should answer the station sending the broadcast and give her identity, position, and intended action.

(200) 6. If a ship should receive a distress message direct from an aircraft, she should act as indicated in the immediately preceding paragraph and also relay the message to the

nearest Coast Radio Station. Moreover, a ship which has received a distress message direct from an aircraft and is going to the rescue should take a bearing on the transmission and inform the Coast Radio Station and other ships in the vicinity of the call sign of the distressed aircraft and the time at which the distress message was received, followed by the bearing and time at which the signal ceased.

(201) 7. When an aircraft decides to ditch in the vicinity of a ship, the ship should:

(202) (a) Transmit homing bearings to the aircraft, or (if so required) transmit signals enabling the aircraft to take its own bearings.

(203) (b) By day, make black smoke.

(204) (c) By night, direct a searchlight vertically and turn on all deck lights. Care must be taken not to direct a searchlight toward the aircraft, which might dazzle the pilot.

(205) 8. Ditching an aircraft is difficult and dangerous. A ship which knows that an aircraft intends to ditch should be prepared to give the pilot the following information:

(206) (a) Wind direction and force.

(207) (b) Direction, height, and length of primary and secondary swell systems.

(208) (c) Other pertinent weather information.

(209) The pilot of an aircraft will choose his own ditching heading. If this is known by the ship, she should set course parallel to the ditching heading. Otherwise the ship should set course parallel to the main swell system and into the wind component, if any.

(210) 9. A land plane may break up immediately on striking the water, and liferafts may be damaged. The ship should, therefore, have a lifeboat ready for launching, and if possible, boarding nets should be lowered from the ship and heaving lines made ready in the ship and the lifeboat. Survivors of the aircraft may have bright colored lifejackets and location aids.

(211) 10. The method of recovering survivors must be left to the judgment of the master of the ship carrying out the rescue operation.

(212) 11. It should be borne in mind that military aircraft are often fitted with ejection seat mechanisms. Normally, their aircrew will use their ejection seats, rather than ditch. Should such an aircraft ditch, rather than the aircrew bail out, and it becomes necessary to remove them from their ejection seats while still in the aircraft, care should be taken to avoid triggering off the seat mechanisms. The activating handles are invariably indicated by red and or black/yellow coloring.

(213) 12. A survivor from an aircraft casualty who is recovered may be able to give information which will assist in the rescue of other survivors. Masters are therefore asked to put the following questions to survivors and to communicate the answers to a Coast Radio Station. They should also give the position of the rescuing ship and the time when the survivors were recovered.

(214) (a) What was the time and date of the casualty?

(215) (b) Did you bail out or was the aircraft ditched?

(216) (c) If you bailed out, at what altitude?

(217) (d) How many others did you see leave the aircraft by parachute?

(218) (e) How many ditched with the aircraft?

(219) (f) How many did you see leave the aircraft after ditching?

(220) (g) How many survivors did you see in the water?

(221) (h) What flotation gear had they?

(222) (i) What was the total number of persons aboard the aircraft prior to the accident?

(223) (j) What caused the emergency?

(224) **Helicopter evacuation of personnel.**—Helicopter evacuation, usually performed by the Coast Guard, is a hazardous operation to the patient and to the flight crew, and should only be attempted in event of very serious illness or injury. Provide the doctor on shore with all the information you can concerning the patient, so that an intelligent evaluation can be made concerning the need for evacuation. Most rescue helicopters can proceed less than 150 miles offshore (a few new helicopters can travel 250 to 300 miles out to sea), dependent on weather conditions and other variables. If an evaluation is necessary, the vessel must be prepared to proceed within range of the helicopter, and should be familiar with the preparations which are necessary prior to and after its arrival.

(225) **When requesting helicopter assistance:**

(226) (1) Give the accurate position, time, speed, course, weather conditions, sea conditions, wind direction and velocity, type of vessel, and voice and CW frequency for your ship.

(227) (2) If not already provided, give complete medical information including whether or not the patient is ambulatory.

(228) (3) If you are beyond helicopter range, advise your diversion intentions so that a rendezvous point may be selected.

(229) (4) If there are changes to any items reported earlier, advise the rescue agency immediately. Should the patient die before the arrival of the helicopter, be sure to advise those assisting you.

(230) **Preparations prior to the arrival of the helicopter:**

(231) (1) Provide continuous radio guard on 2182 kHz or specified voice frequency, if possible. The helicopter normally cannot operate CW.

(232) (2) Select and clear the most suitable hoist area, preferably aft on the vessel with a minimum of 50 feet radius of clear deck. This must include the securing of loose gear, awnings, and antenna wires. Trice up running rigging and booms. If hoist is aft, lower the flag staff.

(233) (3) If the hoist is to take place at night, light the pickup areas as well as possible. Be sure you do not shine any lights on the helicopter, so that the pilot is not blinded. If there are any obstructions in the vicinity, put a light on them so the pilot will be aware of their positions.

(234) (4) Point searchlight vertically to aid the flight crew in locating the ship and turn them off when the helicopter is on the scene.

(235) (5) Be sure to advise the helicopter of the location of the pickup area on the ship before the helicopter arrives, so that the pilot may make his approach to aft, amidships, or forward, as required.

(236) (6) There will be a high noise level under the helicopter, so voice communications on deck are almost impossible. Arrange a set of hand signals among the crew who will assist.

(237) **Hoist operations:**

(238) (1) If possible, have the patient moved to a position as close to the hoist area as his condition will permit—time is important.

(239) (2) Normally, if a litter (stretcher) is required, it will be necessary to move the patient to the special litter which will be lowered by the helicopter. Be prepared to do this as quickly as possible. Be sure the patient is strapped in, face up, and with a life jacket on (if his condition will permit).

(240) (3) Be sure that the patient is tagged to indicate what medication, if any, was administered to him and when it was administered.

(241) (4) Have patient's medical record and necessary papers in an envelope or package ready for transfer with the patient.

(242) (5) Again, if the patient's condition permit, be sure he is wearing a life jacket.

(243) (6) Change the vessel's course to permit the ship to ride as easily as possible with the wind on the bow, preferably on the port bow. Try to choose a course to keep the stack gases clear of the hoist area. Once established, maintain course and speed.

(244) (7) Reduce speed to ease ship's motion, but maintain steerageway.

(245) (8) If you do not have radio contact with the helicopter, when you are in all respects ready for the hoist, signal the helicopter in with a "come on" with your hand, or at night by flashlight signals.

(246) (9) **Allow basket or stretcher to touch deck prior to handling to avoid static shock.**

(247) (10) If a trail line is dropped by the helicopter, guide the basket or stretcher to the deck with the line; keep the line free at all times. This line will not cause shock.

(248) (11) Place the patient in basket, sitting with his hands clear of the sides, or in the litter, as described above. Signal the helicopter hoist operator when ready for the hoist. Patient should signal by a nodding of the head if he is able. Deck personnel give thumbs up.

(249) (12) If it is necessary to take the litter away from the hoist point, unhook the hoist cable and keep it free for the helicopter to haul in. **Do not secure cable or trail line to the vessel or attempt to move stretcher without unhooking.**

(250) (13) When patient is strapped into the stretcher, signal the helicopter to lower the cable, attach cable to stretcher sling (bridle), then signal the hoist operator when the patient is ready to hoist. Steady the stretcher so it will not swing or turn.

(251) (14) If a trail line is attached to the basket or stretcher, use it to steady the patient as he is hoisted. Keep your feet clear of the line, and keep the line from becoming entangled.

(252) **Medical advice and/or evacuation.**—In the event a master of a vessel requires medical advice and/or there is a potential of evacuation the following should be volunteered by the master:

(253) Vessel's name and call sign.

(254) Vessel's position and time at position.

(255) Vessel's course, speed and next port and estimated time of arrival (ETA).

(256) Patient's name, nationality, age, race and sex.

(257) Patient's respiration, pulse and temperature.

(258) Patient's symptoms and nature of illness.

(259) Any known history of similar illness.

(260) Location and type of pain.

(261) Medical supplies carried on board vessel.

(262) Medication given to patient.

(263) Weather.

(264) Communication schedule and frequency.

(265) **Coast Guard droppable, floatable pumps.**—The Coast Guard often provides vessels in distress with emergency pumps by either making parachute drops, by lowering on helicopter hoist, or by delivering by vessel. The most commonly used type of pump comes complete in a sealed aluminum drum about half the size of a 50-gallon oil drum. One single lever on top opens it up. Don't be smoking as there may be gas fumes inside the can. The pump will draw about

90 gallons per minute. There should be a waterproof flashlight on top of the pump for night use. Operating instructions are provided inside the pump container.

(266) **Preparations for being towed by Coast Guard:**

(267) (1) Clear the forecastle area as well as you can.

(268) (2) If a line-throwing gun is used, keep everyone out of the way until line clears the boat. The Coast Guard vessel will blow a police whistle or otherwise warn you before firing.

(269) (3) Have material ready for chafing gear.

(270) **Radar reflectors on small craft.**—Operators of disabled wooden craft and persons adrift in rubber rafts or boats that are, or may consider themselves to be, the object of a search, should hoist on a halyard or otherwise place aloft as high as possible any metallic object that would assist their detection by radar. Coast Guard cutters and aircraft are radar equipped and thus are able to continue searching in darkness and during other periods of low visibility. It is advisable for coastal fishing boats, yachts, and other small craft to have efficient radar reflectors permanently installed aboard the vessel.

(271) **Filing Cruising schedules.**—Small-craft operators should prepare a cruising plan before starting on extended trips and leave it ashore with a yacht club, marina, friend, or relative. It is advisable to use a checking-in procedure by telephone for each point specified in the cruising plan. Such a trip schedule is vital for determining if a boat is overdue and will assist materially in locating a missing craft in the event search and rescue operations become necessary.

(272) **Medical advice.**—Free medical advice is furnished to seamen by radio through the cooperation of Governmental and commercial radio stations whose operators receive and relay messages prefixed **DH MEDICO** from ships at sea to the U.S. Coast Guard and/or directly to a hospital and then radio the medical advice back to the ships. (See appendix for list of radio stations that provide this service.)

RADIO NAVIGATION WARNINGS AND WEATHER

(273) Marine radio warnings and weather are disseminated by many sources and through several types of transmissions. Morse code radiotelegraph broadcasts of navigational warnings and other advisories are not described, since these transmissions are normally copied only by professional radio operators. U.S. Coast Guard NAVTEX, high-frequency (HF) narrow-band direct printing (radio telex), HF radiofacsimile, and radiotelephone broadcasts of maritime safety information are summarized here. (For complete information on radio warnings and weather see DMAHTC Pub. 117 and the joint National Weather Service/Navy publication *Selected Worldwide Marine Weather Broadcasts*.)

(274) **Frequency units.**—Hertz (Hz), a unit equal to one cycle per second, has been generally adopted for radio frequencies; accordingly, frequencies formerly given in the Coast Pilot in kilocycles (kc) and megacycles (mc) are now stated in kilohertz (kHz) and Megahertz (MHz), respectively.

(275) **Coast Guard radio stations.**—Coast Guard radio stations provide urgent, safety, and scheduled marine information broadcasts with virtually complete coverage of the approaches and coastal waters of the United States, Puerto Rico, and the U.S. Virgin Islands.

(276) **Urgent and safety radiotelephone broadcasts** of important Notice to Mariners items, storm warnings, and other vital marine information are transmitted upon receipt,

and urgent broadcasts are repeated 15 minutes later; additional broadcasts are made at the discretion of the originator. Urgent broadcasts are preceded by the urgent signal PAN-PAN (PAHN-PAHN, spoken three times). Both the urgent signal and message are transmitted on 2182 kHz and/or VHF-FM channel 16. Safety broadcasts are preceded by the safety signal SECURITY (SAY-CURITAY, spoken three times). The Safety signal is given on 2182 kHz and/or VHF-FM channel 16, and the message is given on 2670 kHz and/or VHF-FM channel 22A.

(277) Scheduled radiotelephone broadcasts include routine weather, small-craft advisories, storm warnings, navigational information, and other advisories. Short-range broadcasts are made on 2670 kHz and/or VHF-FM channel 22A, following a preliminary call on 2182 kHz and/or VHF-FM channel 16. (See appendix for a list of stations and their broadcast frequencies and times for the area covered by this Coast Pilot.)

(278) Weather information is not normally broadcast by the Coast Guard on VHF-FM channel 22A in areas where NOAA Weather Radio service is available. See note below regarding VHF-FM channel 22A.

(279) HF single-sideband broadcasts of high seas weather information is available on the (carrier) frequencies 4428.7, 6506.4, 8765.4, 13113.2, and 17307.3 kHz from Portsmouth, VA and San Francisco, CA.

(280) Narrow-band direct printing (radio telex or sitor) broadcasts of NAVAREA and other navigational warnings are transmitted on the following assigned frequencies:

(281) Atlantic ice reports: 5320, 8502, and 12750 kHz.

(282) Other Atlantic warnings: 8490, 16968.8 kHz.

(283) Pacific: 8710.5, 8714.5, 8718, 13077, 13084.5, 17203, 22567, and 22574.5 kHz.

(284) HF radiofacsimile broadcasts of weather and ice charts are made on the following frequencies:

(285) Atlantic: 3242, 7530, 8502 (ice only), 12750 (ice only) kHz.

(286) Pacific: 4298 (Kodiak), 4336, 8459 (Kodiak), 8682, 12730, 17151.2 kHz.

(287) **Warning Regarding Coast Guard VHF-FM Channel 22A Broadcasts.**—The Coast Guard broadcasts urgent and routine maritime safety information to ships on channel 22A (157.10 MHz), the ship station transmit frequency portion of channel 22, of Appendix 18 of the International Telecommunications Union (ITU) Radio Regulations. This simplex use of channel 22A is not compatible with the international duplex arrangement of the channel (coast transmit 161.70 MHz, ship transmit 157.10 MHz). As a result, many foreign flag vessels having radios tuned to the international channel 22 can not receive these maritime safety broadcasts. A 1987 Coast Guard survey of foreign vessels in U.S. waters indicated that half of foreign vessels in U.S. waters did not have equipment on board capable of receiving channel 22A broadcasts.

(288) Operators of vessels which transit U.S. waters and who do not have VHF-FM radios tunable to USA channel 22A are urged to either obtain the necessary equipment, to monitor the radiotelephone frequency 2182 kHz and tune to 2670 kHz when a broadcast is announced, or to carry a NAVTEX receiver.

(289) **NAVTEX Marine Information Broadcasts.**—NAVTEX is an international system used in the United States to broadcast printed copies of Coast Guard district notices to mariners, distress notices, weather forecasts and warnings, ice warnings, and Gulf Stream location (where applicable), and radionavigation information to all types of

ships. NAVTEX consists of a small, low-cost and self-contained "smart" printing radio receiver installed in the pilot house of a ship or boat. The receiver checks each incoming message to see if it has been received during an earlier transmission, or if it is of a category of no interest to the ship's master. If it is a new and wanted message, it is printed on adding-machine size paper; if not, the message is ignored. The ship's master can, at his convenience, read the latest notices he needs to know. A new ship coming into the area will receive many previously-broadcast messages for the first time; ships already in the area which had already received the message will not receive it again. NAVTEX can be received either by a dedicated receiver, or by any narrow-band direct printing (radio telex) receiver operating in the forward error correcting (FEC) mode, tuned to 518 kHz.

(290) The accompanying chart shows NAVTEX predicted coverage area for the U.S. east coast. The propagation predictions were based upon a 90% probability of reception during an average season and time of atmospheric radio noise, with a received character error rate of 1 in 1,000. The Coast Guard operates NAVTEX from stations in Boston (NMF), Portsmouth, VA (NMN), Miami (NMA), New Orleans (NMG), San Juan, PR (NMR), Long Beach, CA, San Francisco (NMC), Astoria, OR, Kodiak, AK (NOJ), Honolulu (NMO) and Guam (NRV). The Canadian Coast Guard also broadcasts NAVTEX information from Sydney, Nova Scotia.

(291) As of January 1988, 43 NAVTEX stations in 19 countries were in operation worldwide, and 7 other countries indicated they might soon begin operating NAVTEX.

(292) Broadcasts are planned internationally. Mandatory carriage of NAVTEX receivers is required for Safety of Life at Sea (SOLAS) Convention regulated vessels (merchant vessels greater than 300 gross tons and passenger vessels on international voyages) after 1993.

(293) Questions and comments concerning the NAVTEX service in the United States are solicited. Correspondence should be addressed to:

(294) Commandant (G-TTS-3/63)

(295) United States Coast Guard

(296) Washington, DC 20593-0001

(297) Telex: 89-2427 COMDT COGARD Washington, D.C.

(298) **NOAA Weather Radio.**—The National Weather Service operates VHF-FM radio stations, usually on frequencies 162.40, 162.475, or 162.55 MHz, to provide continuous recorded weather broadcasts. These broadcasts are available to those with suitable receivers within about 40 miles of the antenna site. (See the appendix for a list of these stations in the area covered by this Coast Pilot.)

(299) **Commercial radiotelephone coast stations.**—Broadcasts of coastal weather and warnings are made by some commercial radiotelephone coast stations (marine operators) on the normal transmitting frequencies of the stations. Vessels with suitable receivers and desiring this service may determine the frequencies and schedules of these broadcasts from their local stations, from Selected Worldwide Marine Weather Broadcasts, or from the series of Marine Weather Services Charts published by NWS.

(300) **Local broadcast-band radio stations.**—Many local radio stations in the standard AM and FM broadcast band give local marine weather forecasts from NWS on a regular schedule. These stations are listed on the series of Marine Weather Services Charts published by NWS.

(301) **Reports from ships.**—The master of every U.S. ship equipped with radio transmitting apparatus, on meeting

with a tropical cyclone, dangerous ice, subfreezing air temperatures with gale force winds causing severe ice accretion on superstructures, derelict, or any other direct danger to navigation, is required to cause to be transmitted a report of these dangers to ships in the vicinity and to the appropriate Government agencies.

(302) During the West Indies hurricane season, June 1 to November 30, ships in the Gulf of Mexico, Caribbean Sea area, southern North Atlantic Ocean, and the Pacific waters west of Central America and Mexico are urged to cooperate with NWS in furnishing these special reports in order that warnings to shipping and coastal areas may be issued.

(303) **Time Signals.**—The National Institute of Standards and Technology broadcasts time signals continuously, day and night, from its radio stations WWV, near Fort Collins, Colorado, (40°49'49"N., 105°02'27"W.) on frequencies of 2.5, 5, 10, 15, and 20 MHz, and WWVH, Kekaha, Kauai, Hawaii (21°59'26"N., 159°46'00"W.) on frequencies 2.5, 5, 10, and 15 MHz. Services include time announcements, standard time intervals, standard audio frequencies, Omega Navigation System status reports, geophysical alerts, BCD (binary coded decimal) time code, UT1 time corrections, and high seas storm information.

(304) Time announcements are made every minute, commencing at 15 seconds before the minute by a female voice and at 7½ seconds before the minute by a male voice, from WWVH and WWV, respectively. The time given is in Coordinated Universal Time (UTC) and referred to the time at Greenwich, England, i.e., Greenwich Mean Time.

(305) **NIST Time and Frequency Dissemination Services, Special Publication 432**, gives a detailed description of the time and frequency dissemination services of the National Institute of Standards and Technology. Single copies may be obtained upon request from the National Institute of Standards and Technology, Time and Frequency Division, Boulder, CO 80303. Quantities may be obtained from the Government Printing Office (see appendix for address).

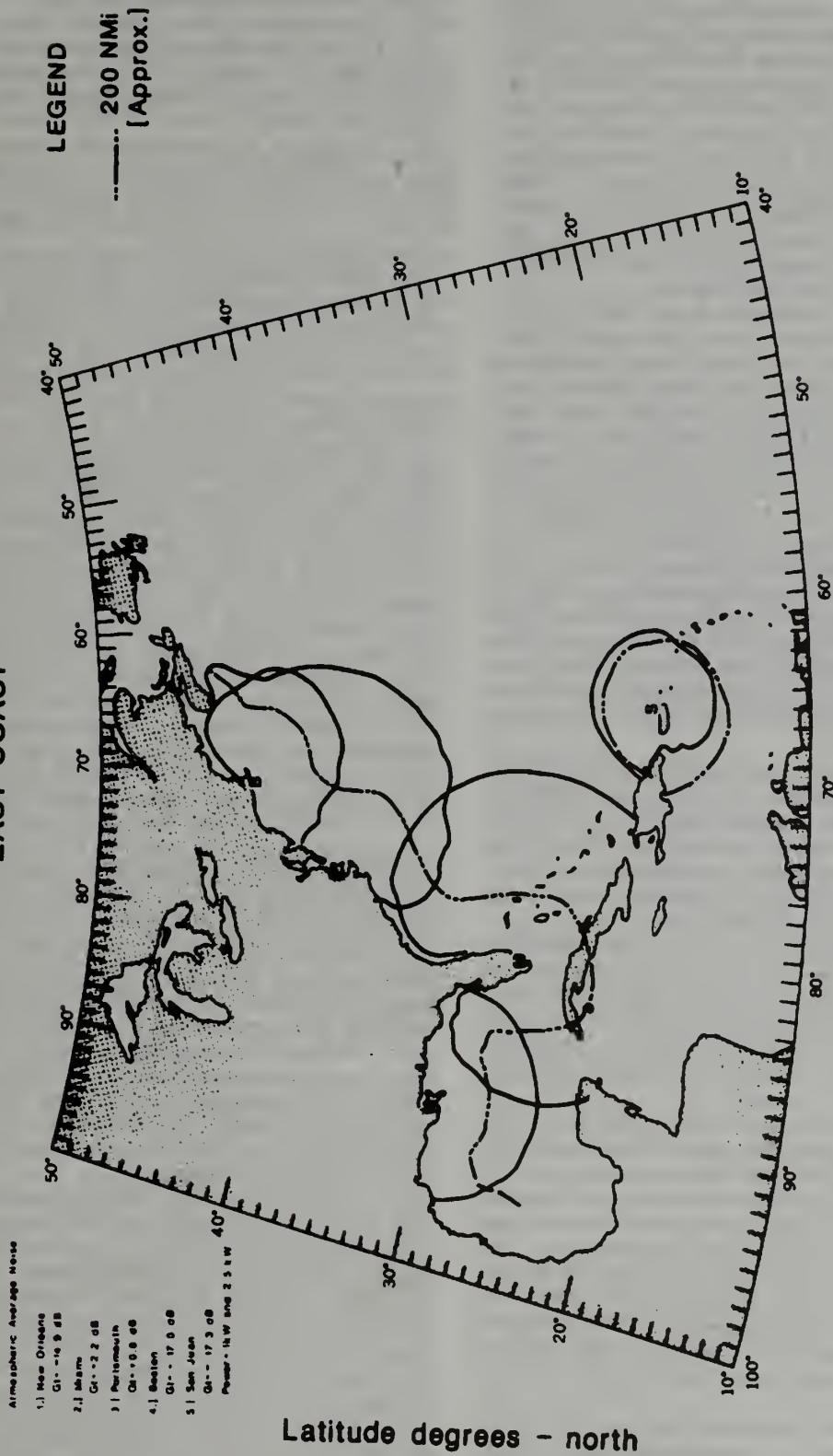
NAUTICAL CHARTS

(306) **Reporting chart deficiencies.**—Users are requested to report all significant observed discrepancies in and desirable additions to NOS nautical charts, including depth information in privately maintained channels and basins; obstructions, wrecks, and other dangers; new landmarks or the non-existence or relocation of charted ones; uncharted fixed private aids to navigation; and deletions or additions of small-craft facilities. All such reports should be sent to Director, Coast and Geodetic Survey (N/CG22), National Ocean Service, NOAA, Rockville, MD 20852-3806.

(307) **Chart symbols and abbreviations.**—The standard symbols and abbreviations approved for use on all regular nautical charts published by the Defense Mapping Agency Hydrographic/Topographic Center and NOS are contained in **Chart No. 1, United States of America Nautical Chart Symbols and Abbreviations**. This publication is available from the Defense Mapping Agency Office of Distribution Services and NOS, and their sales agents.

(308) On certain foreign charts reproduced by the United States, and on foreign charts generally, the symbols and abbreviations used may differ from U.S. approved standards. It is, therefore, recommended that navigators who acquire and use foreign charts and reproductions procure the symbol sheet or Chart No. 1 produced by the same foreign agency.

NAVTEX PREDICTED COVERAGE AREA EAST COAST



(309) The mariner is warned that the buoyage systems, shapes, and colors used by other countries often have a different significance than the U.S. system.

(310) **Chart Datum.**—Chart Datum is the particular tidal datum to which soundings and depth curves on a nautical chart or bathymetric map are referred. The tidal datum of **Mean Low Water** has been used as Chart Datum along the east coast of the United States and in parts of the West Indies. It is presently being changed to **Mean Lower Low Water**, with no adjustments to soundings, shorelines, low water lines, clearances, heights, elevations, or in the application of tide predictions for navigational purposes. The tidal datum of **Mean Lower Low Water** is used as Chart Datum along the Gulf and west coasts; the coasts of Alaska, Hawaii, and other United States and United Nations islands of the Pacific; and in parts of the West Indies.

(311) **Mean Low Water** is defined as the arithmetic mean of all the low water heights observed over the National Tidal Datum Epoch. **Mean Lower Low Water** is defined as the arithmetic mean of the lower low water height of each tidal day (24.84 hours) observed over the National Tidal Datum Epoch. The National Tidal Datum Epoch is the specific 19-year period adopted by the National Ocean Service, NOAA, as the official time segment over which tide observations are taken and reduced to obtain mean values for tidal datums. The present Epoch is 1960 through 1978.

(312) **Accuracy of a nautical chart.**—The value of a nautical chart depends upon the accuracy of the surveys on which it is based. The chart reflects what was found by field surveys and what has been reported to NOS Headquarters. The chart represents general conditions at the time of surveys or reports and does not necessarily portray present conditions. Significant changes may have taken place since the date of the last survey or report.

(313) Each sounding represents an actual measure of depth and location at the time the survey was made, and each bottom characteristic represents a sampling of the surface layer of the sea bottom at the time of the sampling. Areas where sand and mud prevail, especially the entrances and approaches to bays and rivers exposed to strong tidal current and heavy seas, are subject to continual change.

(314) In coral regions and where rocks and boulders abound, it is always possible that surveys may have failed to find every obstruction. Thus, when navigating such waters, customary routes and channels should be followed and areas avoided where irregular and sudden changes in depth indicate conditions associated with pinnacle rocks, coral heads, or boulders.

(315) Information charted as “reported” should be treated with caution in navigating the area, because the actual conditions have not been verified by government surveys.

(316) The **date of a chart** is of vital importance to the navigator. When charted information becomes obsolete, further use of the chart for navigation may be dangerous. Announcements of new editions of nautical charts are usually published in notices to mariners. A quarterly list of the latest editions is distributed to sales agents; free copies may be obtained from the sales agents or by writing to Distribution Branch (N/CG33), National Ocean Service. (See appendix for address.)

(317) **U.S. Nautical Chart Numbering System.**—This chart numbering system, adopted by the National Ocean Service and the Defense Mapping Agency Hydrographic/Topographic Center, provides for a uniform method of identifying charts published by both agencies. Nautical charts published by the Defense Mapping Agency Hydrographic/

Topographic Center are identified in the Coast Pilot by an asterisk preceding the chart number.

(318) **Corrections to charts.**—It is essential for navigators to keep charts corrected through information published in the notices to mariners, especially since the NOS no longer hand-corrects charts prior to distribution.

(319) **Caution in using small-scale charts.**—Dangers to navigation cannot be shown with the same amount of detail on small-scale charts as on those of larger scale. Therefore, the largest scale chart of an area should always be used.

(320) The **scales of nautical charts** range from 1:2,500 to about 1:5,000,000. Graphic scales are generally shown on charts with scales of 1:80,000 or larger, and numerical scales are given on smaller scale charts. NOS charts are classified according to scale as follows:

(321) **Sailing charts**, scales 1:600,000 and smaller, are for use in fixing the mariner's position as he approaches the coast from the open ocean, or for sailing between distant coastwise ports. On such charts the shoreline and topography are generalized and only offshore soundings, and the principal lights, outer buoys, and landmarks visible at considerable distances are shown.

(322) **General charts**, scales 1:150,000 to 1:600,000, are for coastwise navigation outside of outlying reefs and shoals.

(323) **Coast charts**, scales 1:50,000 to 1:150,000 are for inshore navigation leading to bays and harbors of considerable width and for navigating large inland waterways.

(324) **Harbor charts**, scales larger than 1:50,000, are for harbors, anchorage areas, and the smaller waterways.

(325) **Special charts**, various scales, cover the Intracoastal waterways and miscellaneous small-craft areas.

(326) **Blue tint in water areas.**—A blue tint is shown in water areas on many charts to accentuate shoals and other areas considered dangerous for navigation when using that particular chart. Since the danger curve varies with the intended purpose of a chart a careful inspection should be made to determine the contour depth of the blue tint areas.

(327) **Caution on bridge and cable clearances.**—For bascule bridges whose spans do not open to a full vertical position, unlimited overhead clearance is not available for the entire charted horizontal clearance when the bridge is open, due to the inclination of the drawspans over the channel.

(328) The charted clearances of overhead cables are for the lowest wires at mean high water unless otherwise stated. **Vessels with masts, stacks, booms, or antennas should allow sufficient clearance under power cables to avoid arcing.**

(329) **Submarine cables and pipelines** cross many waterways used by both large and small vessels, but all of them may not be charted. For inshore areas, they usually are buried beneath the seabed, but, for offshore areas, they may lie on the ocean floor. Warning signs are often posted to warn mariners of their existence.

(330) The installation of submarine cables or pipelines in U.S. waters or the Continental Shelf of the United States is under the jurisdiction of one or more Federal agencies, depending on the nature of the installation. They are shown on the charts when the necessary information is reported to NOS and they have been recommended for charting by the cognizant agency. The chart symbols for submarine cable and pipeline areas are usually shown for inshore areas, whereas, chart symbols for submarine cable and pipeline routes may be shown for offshore areas. Submarine cables and pipelines are not described in the Coast Pilots.

(331) In view of the serious consequences resulting from damage to submarine cables and pipelines, vessel operators should take special care when anchoring, fishing, or engaging in underwater operations near areas where these cables

or pipelines may exist or have been reported to exist. Mariners are also warned that the areas where cables and pipelines were originally buried may have changed and they may be exposed; extreme caution should be used when operating vessels in depths of water comparable to the vessel's draft.

(332) Certain cables carry high voltage, while many pipelines carry natural gas under high pressure or petroleum products. Electrocution, fire, or explosion with injury, loss of life, or a serious pollution incident could occur if they are broached.

(333) Vessels fouling a submarine cable or pipeline should attempt to clear without undue strain. Anchors or gear that cannot be cleared should be slipped, but no attempt should be made to cut a cable or a pipeline.

(334) **Artificial obstructions to navigation.—Disposal areas** are designated by the Corps of Engineers for depositing dredged material where existing depths indicate that the intent is not to cause sufficient shoaling to create a danger to surface navigation. The areas are charted without blue tint, and soundings and depth curves are retained.

(335) **Disposal Sites** are areas established by Federal regulation (40 CFR 220-229) in which dumping of dredged and fill material and other nonbuoyant objects is allowed with the issuance of a permit. Dumping of dredged and fill material is supervised by the Corps of Engineers and all other dumping by the Environmental Protection Agency (EPA). (See Corps of Engineers and Environmental Protection Agency, this chapter, and appendix for office addresses.)

(336) **Dumping Grounds** are also areas that were established by Federal regulation (33 CFR 205). However, these regulations have been revoked and the use of the areas discontinued. These areas will continue to be shown on nautical charts until such time as they are no longer considered to be a danger to navigation.

(337) Disposal Sites and Dumping Grounds are rarely mentioned in the Coast Pilot, but are shown on nautical charts. **Mariners are advised to exercise caution in and in the vicinity of all dumping areas.**

(338) **Spoil areas** are for the purpose of depositing dredged material, usually near and parallel to dredged channels; they are usually a hazard to navigation. Spoil areas are usually charted from survey drawings from Corps of Engineers after-dredging surveys, though they may originate from private or other Government agency surveys. Spoil areas are tinted blue on the charts and labeled, and all soundings and depth curves are omitted. Navigators of even the smallest craft should avoid crossing spoil areas.

(339) **Fish havens** are established by private interests, usually sport fishermen, to simulate natural reefs and wrecks that attract fish. The reefs are constructed by dumping assorted junk ranging from old trolley cars and barges to scrap building material in areas which may be of very small extent or may stretch a considerable distance along a depth curve; oil automobile bodies are a commonly used material. The Corps of Engineers must issue a permit, specifying the location and depth over the reef, before such a reef may be built. However, the reefbuilders' adherence to permit specifications can be checked only with a wire drag. Fish havens are outlined and labeled on the charts and show the minimum authorized depth when known. Fish havens are tinted blue if they have a minimum authorized depth of 11 fathoms or less or if the minimum authorized depth is unknown and they are in depths greater than 11 fathoms but still considered a danger to navigation. Navigators should be cautious about passing over fish havens or anchoring in their vicinity.

(340) **Fishtrap areas** are areas established by the Corps of Engineers, or State or local authority, in which traps may be

built and maintained according to established regulations. The fish stakes which may exist in these areas are obstructions to navigation and may be dangerous. The limits of fish-trap areas and a cautionary note are usually charted. Navigators should avoid these areas.

(341) **Local magnetic disturbances.—**If measured values of magnetic variation differ from the expected (charted) values by several degrees, a magnetic disturbance note will be printed on the chart. The note will indicate the location and magnitude of the disturbance, but the indicated magnitude should not be considered as the largest possible value that may be encountered. Large disturbances are more frequently detected in the shallow waters near land masses than on the deep sea. Generally, the effect of a local magnetic disturbance diminishes rapidly with distance, but in some locations there are multiple sources of disturbances and the effects may be distributed for many miles.

(342) **Compass roses on charts.—**Each compass rose shows the date, magnetic variation, and the annual change in variation. Prior to the new edition of a nautical chart, the compass roses are reviewed. Corrections for annual change and other revisions may be made as a result of newer and more accurate information. On some general and sailing charts, the magnetic variation is shown by isogonic lines in addition to the compass roses.

(343) The **Mercator projection** used on most nautical charts has straight-line meridians and parallels that intersect at right angles. On any particular chart the distances between meridians are equal throughout, but distances between parallels increase progressively from the Equator toward the poles, so that a straight line between any two points is a rhumb line. This unique property of the Mercator projection is one of the main reasons why it is preferred by the mariner.

(344) **Echo soundings.—**Ship's echo sounders may indicate small variations from charted soundings; this may be due to the fact that various corrections (instrument corrections, settlement and squat, draft, and velocity corrections) are made to echo soundings in surveying which are not normally made in ordinary navigation, or to observational errors in reading the echo sounder. Instrument errors vary between different equipment and must be determined by calibration aboard ship. Most types of echo sounders are factory calibrated for a velocity of sound in water of 800 fathoms per second, but the actual velocity may differ from the calibrated velocity by as much as 5 percent, depending upon the temperature and salinity of the waters in which the vessel is operating; the highest velocities are found in warm, highly saline water, and the lowest in icy freshwater. Velocity corrections for these variations are determined and applied to echo soundings during hydrographic surveys. All echo soundings must be corrected for the vessel's draft, unless the draft observation has been set on the echo sounder.

(345) Observational errors include misinterpreting false echos from schools of fish, seaweed, etc., but the most serious error which commonly occurs is where the depth is greater than the scale range of the instrument; a 400-fathom scale indicates 15 fathoms when the depth is 415 fathoms. Caution in navigation should be exercised when wide variations from charted depths are observed.

AIDS TO NAVIGATION

(346) **Reporting of defects in aids to navigation.—**Promptly notify the nearest Coast Guard District Commander if an aid to navigation is observed to be missing, sunk, capsized,

out of position, damaged, extinguished, or showing improper characteristics.

(347) Radio messages should be prefixed "Coast Guard" and transmitted directly to any U.S. Government shore radio station for relay to the Coast Guard District Commander. If the radio call sign of the nearest U.S. Government radio shore station is not known, radiotelegraph communication may be established by the use of the general call "NCG" on the frequency of 500 kHz. Merchant ships may send messages relating to defects noted in aids to navigation through commercial facilities only when they are unable to contact a U.S. Government shore radio station. Charges for these messages will be accepted "collect" by the Coast Guard.

(348) **Lights.**—The range of visibility of lights as given in the Light Lists and as shown on the charts is the **Nominal range**, which is the maximum distance at which a light may be seen in clear weather (meteorological visibility of 10 nautical miles) expressed in nautical miles. The Light Lists give the Nominal ranges for all Coast Guard lighted aids except range and directional lights. **Luminous range** is the maximum distance at which a light may be seen under the existing visibility conditions. By use of the diagram in the Light Lists, Luminous range may be determined from the known Nominal range, and the existing visibility conditions. Both the Nominal and Luminous ranges do not take into account elevation, observer's height of eye, or the curvature of the earth. **Geographic range** is a function of only the curvature of the earth and is determined solely from the heights above sea level of the light and the observer's eye; therefore, to determine the actual Geographic range for a height of eye, the Geographic range must be corrected by a distance corresponding to the height difference, the distance correction being determined from a table of "distances of visibility for various heights above sea level." (See Light List or Coast Pilot table following appendix.) The maximum distances at which lights can be seen may at times be increased by abnormal atmospheric refraction and may be greatly decreased by unfavorable weather conditions such as fog, rain, haze, or smoke. All except the most powerful lights are easily obscured by such conditions. In some conditions of the atmosphere white lights may have a reddish hue. During weather conditions which tend to reduce visibility, colored lights are more quickly lost to sight than are white lights. Navigational lights should be used with caution because of the following conditions that may exist;

(349) A light may be extinguished and the fact not reported to the Coast Guard for correction, or a light may be located in an isolated area where it will take time to correct.

(350) In regions where ice conditions prevail the lantern panes of unattended lights may become covered with ice or snow, which will greatly reduce the visibility and may also cause colored lights to appear white.

(351) Brilliant shore lights used for advertising and other purposes, particularly those in densely populated areas, make it difficult to identify a navigational light.

(352) At short distances flashing lights may show a faint continuous light between flashes.

(353) The distance of an observer from a light cannot be estimated by its apparent intensity. The characteristics of lights in an area should always be checked in order that powerful lights visible in the distance will not be mistaken for nearby lights showing similar characteristics at low intensity such as those on lighted buoys.

(354) The apparent characteristic of a complex light may change with the distance of the observer, due to color and intensity variations among the different lights of the group.

The characteristic as charted and shown in the Light List may not be recognized until nearer the light.

(355) Motion of a vessel in a heavy sea may cause a light to alternately appear and disappear, and thus give a false characteristic.

(356) Where lights have different colored sectors, be guided by the correct bearing of the light; do not rely on being able to accurately observe the point at which the color changes. On either side of the line of demarcation of colored sectors there is always a small arc of uncertain color.

(357) On some bearings from the light, the range of visibility of the light may be reduced by obstructions. In such cases, the obstructed arc might differ with height of eye and distance. When a light is cut off by adjoining land and the arc of visibility is given, the bearing on which the light disappears may vary with the distance of the vessel from which observed and with the height of eye. When the light is cut off by a sloping hill or point of land, the light may be seen over a wider arc by a ship far off than by one close to.

(358) Arcs of circles drawn on charts around a light are not intended to give information as to the distance at which it can be seen, but solely to indicate, in the case of lights which do not show equally in all directions, the bearings between which the variation of visibility or obscuration of the light occurs.

(359) Lights of equal candlepower but of different colors may be seen at different distances. This fact should be considered not only in predicting the distance at which a light can be seen, but also in identifying it.

(360) Lights should not be passed close aboard, because in many cases riprap mounds are maintained to protect the structure against ice damage and scouring action.

(361) Many prominent towers, tanks, smokestacks, buildings, and other similar structures, charted as landmarks, display flashing and/or fixed red aircraft obstruction lights. Lights shown from landmarks are charted only when they have distinctive characteristics to enable the mariner to positively identify the location of the charted structure.

(362) **Articulated lights.**—An articulated light is a vertical pipe structure supported by a submerged buoyancy chamber and attached by a universal coupling to a weighted sinker on the seafloor. The light, allowed to move about by the universal coupling, is not as precise as a fixed aid. However, it has a much smaller watch circle than a conventional buoy, because the buoyancy chamber tends to force the pipe back to a vertical position when it heels over under the effects of wind, wave, or current.

(363) **Articulated daybeacons.**—Same description as for articulated lights (see above) except substitute daybeacon for light.

(364) **Bridge lights and clearance gages.**—The Coast Guard regulates marine obstruction lights and clearance gages on bridges across navigable waters. Where installed, clearance gages are generally vertical numerical scales, reading from top to bottom, and show the actual vertical clearance between the existing water level and the lowest point of the bridge over the channel; the gages are normally on the right-hand pier or abutment of the bridge, on both the upstream and downstream sides.

(365) Bridge lights are fixed red or green, and are privately maintained; they are generally not charted or described in the text of the Coast Pilot. All bridge piers (and their protective fenders) and abutments which are in or adjacent to a navigation channel are marked on all channel sides by red lights. On each channel span of a fixed bridge, there is a range of two green lights marking the center of the channel and a red light marking both edges of the channel, except

that when the margins of the channel are confined by bridge piers, the red lights on the span are omitted, since the pier lights then mark the channel edges; for multiplespan fixed bridges, the main-channel span may also be marked by three white lights in a vertical line above the green range lights.

(366) On all types of drawbridges, one or more red lights are shown from the drawspan (higher than the pier lights) when the span is closed; when the span is open, the higher red lights are obscured and one or two green lights are shown from the drawspan, higher than the pier lights. The number and location of the red and green lights depend upon the type of drawbridge.

(367) Bridges and their lighting, construction, maintenance, and operation are set forth in **33 CFR 114-118** (not carried in this Coast Pilot). Aircraft obstruction lights, prescribed by the Federal Aviation Administration, may operate at certain bridges. Drawbridge operation regulations are published in chapter 2 of the Coast Pilot.

(368) **Fog signals.**—Caution should be exercised in the use of sound fog signals for navigation purposes. They should be considered solely as warning devices.

(369) Sound travels through the air in a variable manner, even without the effects of wind; and, therefore, the hearing of fog signals cannot be implicitly relied upon.

(370) Experience indicates that distances must not be judged only by the intensity of the sound; that occasionally there may be areas close to a fog signal in which it is not heard; and that fog may exist not far from a station, yet not be seen from it, so the signal may not be operating. It is not always possible to start a fog signal immediately when fog is observed.

(371) **Avoidance of collision with offshore light stations and large navigational buoys (LNB).**—Courses should invariably be set to pass these aids with sufficient clearance to avoid the possibility of collision from any cause. Errors of observation, current and wind effects, other vessels in the vicinity, and defects in steering gear may be, and have been the cause of actual collisions, or imminent danger thereof, needlessly jeopardizing the safety of these facilities and their crews, and of all navigation dependent on these important aids to navigation.

(372) Experience shows that offshore light stations cannot be safely used as leading marks to be passed close aboard, but should always be left broad off the course, whenever sea room permits. When approaching fixed offshore light structures and large navigational buoys (LNB) on radio bearings, the risk of collision will be avoided by ensuring that radio bearing does not remain constant.

(373) It should be borne in mind that most large buoys are anchored to a very long scope of chain and, as a result, the radius of their swinging circle is considerable. The charted position is the location of the anchor. Furthermore under certain conditions of wind and current, they are subject to sudden and unexpected sheers which are certain to hazard a vessel attempting to pass close aboard.

(374) **Buoys.**—The aids to navigation depicted on charts comprise a system consisting of fixed and floating aids with varying degrees of reliability. Therefore, prudent mariners will not rely solely on any single aid to navigation, particularly a floating aid.

(375) The approximate position of a buoy is represented by the dot or circle associated with the buoy symbol. The approximate position is used because of practical limitations in positioning and maintaining buoys and their sinkers in precise geographical locations. These limitations include, but are not limited to, inherent imprecisions in position fixing methods, prevailing atmospheric and sea conditions, the

slope of and the material making up the seabed, the fact that buoys are moored to sinkers by varying lengths of chain, and the fact that buoy body and/or sinker positions are not under continuous surveillance, but are normally checked only during periodic maintenance visits which often occur more than a year apart. The position of the buoy body can be expected to shift inside and outside of the charting symbol due to the forces of nature. The mariner is also cautioned that buoys are liable to be carried away, shifted, capsized, sunk, etc. Lighted buoys may be extinguished or sound signals may not function as a result of ice, running ice or other natural causes, collisions, or other accidents.

(376) For the foregoing reasons, a prudent mariner must not rely completely upon the charted position or operation of floating aids to navigation, but will also utilize bearings from fixed objects and aids to navigation on shore. Further, a vessel attempting to pass close aboard always risks collision with a yawing buoy or with the obstruction the buoy marks.

(377) Buoys may not always properly mark shoals or other obstructions due to shifting of the shoals or of the buoys. Buoys marking wrecks or other obstructions are usually placed on the seaward or channelward side and not directly over a wreck. Since buoys may be located some distance from a wreck they are intended to mark, and since sunken wrecks are not always static, extreme caution should be exercised when operating in the vicinity of such buoys.

(378) **Caution, channel markers.**—Lights, daybeacons, and buoys along dredged channels do not always mark the bottom edges. Due to local conditions, aids may be located inside or outside the channel limits shown by dashed lines on a chart. The Light List tabulates the offset distances for these aids in many instances.

(379) Aids may be moved, discontinued, or replaced by other types to facilitate dredging operations. Mariners should exercise caution when navigating areas where dredges with auxiliary equipment are working.

(380) Temporary changes in aids are not included on the charts.

(381) **Radiobeacons.**—A map showing the locations and operating details of marine radiobeacons is given in each Light List. This publication describes the procedure to follow in using radiobeacons to calibrate radio direction finders as well as listing special radio direction finder calibration stations.

(382) A vessel steering a course for a radiobeacon should observe the same precautions as when steering for a light or any other mark. If the radiobeacon is aboard a lightship, particular care should be exercised to avoid the possibility of collision, and sole reliance should never be placed on sighting the lightship or hearing its fog signal. If there are no dependable means by which the vessel's position may be fixed and the course changed well before reaching the lightship, a course should be selected that will ensure passing the lightship at a distance, rather than close aboard, and repeated bearings of the radiobeacon should show an increasing change in the same direction.

(383) **Radio bearings.**—No exact data can be given as to the accuracy to be expected in radio bearings taken by a ship, since the accuracy depends to a large extent upon the skill of the ship's operator, the condition of the ship's equipment, and the accuracy of the ship's calibration curve. Mariners are urged to obtain this information for themselves by taking frequent radio bearings, when their ship's position is accurately known, and recording the results.

(384) Radio bearings obtained at twilight or at night, and bearings which are almost parallel to the coast, should be

accepted with reservations, due to "night effect" and to the distortion of radio waves which travel overland. Bearings of aircraft ranges and standard broadcast stations should be used with particular caution due to coastal refraction and lack of calibration of their frequencies.

(385) **Conversion of radio bearings to Mercator bearings.**—Radio directional bearings are the bearings of the great circles passing through the radio stations and the ship, and, unless in the plane of the Equator or a meridian, would be represented on a Mercator chart as curved lines. Obviously it is impracticable for a navigator to plot such lines on a Mercator chart, so it is necessary to apply a correction to a radio bearing to convert it into a Mercator bearing, that is, the bearing of a straight line on a Mercator chart laid off from the sending station and passing through the receiving station.

(386) A table of corrections for the conversion of a radio bearing into a Mercator bearing follows the appendix. It is sufficiently accurate for practical purposes for distances up to 1,000 miles.

(387) The only data required are the latitudes and longitudes of the radiobeacons and of the ship by dead reckoning. The latter is scaled from the chart, and the former is either scaled from the chart or taken from the Light List.

(388) The table is entered with the differences of longitude in degrees between the ship and station (the nearest tabulated value being used), and opposite the middle latitude between the ship and station, the correction to be applied is read.

(389) The sign of the correction (bearings read clockwise from the north) will be as follows: In north latitude, the minus sign is used when the ship is east of the radiobeacon and the plus sign used when the ship is west of the radiobeacon. In south latitude, the plus sign is used when the ship is east of the radiobeacon, and the minus sign is used when the ship is west of the radiobeacon.

(390) To facilitate plotting, 180 degrees should be added to or subtracted from the corrected bearing, and the result plotted from the radiobeacon.

(391) Should the position by dead reckoning differ greatly from the true position of the ship as determined by plotting the corrected bearings, retrial should be made, using the new value as the position of the ship.

(392) **Radio bearings from other vessels.**—Any vessel with a radio direction-finder can take a bearing on a vessel equipped with a radio transmitter. These bearings, however, should be used only as a check, as comparatively large errors may be introduced by local conditions surrounding the radio direction-finder unless known and accounted for. Although any radio station, for which an accurate position is definitely known, may serve as a radiobeacon for vessels equipped with a radio direction-finder, extreme caution must be exercised in their use. Stations established especially for maritime services are more reliable.

(393) **SATELLITE POSITION INDICATING RADIO BEACON (EPIRB).**—Emergency position indicating radiobeacons (EPIRBs), devices which cost from \$200 to over \$2000, are designed to save your life if you get into trouble by alerting rescue authorities and indicating your location. EPIRB types are described in the accompanying table.

(394) **121.5/243 MHz EPIRBs.** These are the most common and least expensive type of EPIRB, designed to be detected by overflying commercial or military aircraft. Satellites were designed to detect these EPIRBs, but are limited for the following reasons:

(395) (i) Satellite detection range is limited for these EPIRBs (satellites must be within line of sight of both the

Type	EPIRB Types	
	Frequency	Description
Class A	121.5/243 MHz	Float-free, automatically-activating, detectable by aircraft and satellite. Coverage limited (see Chart).
Class B	121.5/243 MHz	Manually activated version of Class A.
Class C	VHF ch 15/16	Manually activated, operates on maritime channels only. Not detectable by satellite.
Class S	121.5/243 MHz	Similar to Class B, except it floats, or is an integral part of a survival craft.
Cat I	406/121.5 MHz	Float-free, automatically activated EPIRB. Detectable by satellite anywhere in the world.
Cat II	406/121.5 MHz	Similar to Category I, except is manually activated.

EPIRB and a ground terminal for detection to occur) (see Chart),

(396) (ii) EPIRB design and frequency congestion cause these devices to be subject to a high false alert/false alarm rate (over 99%); consequently, confirmation is required before search and rescue forces can be deployed.

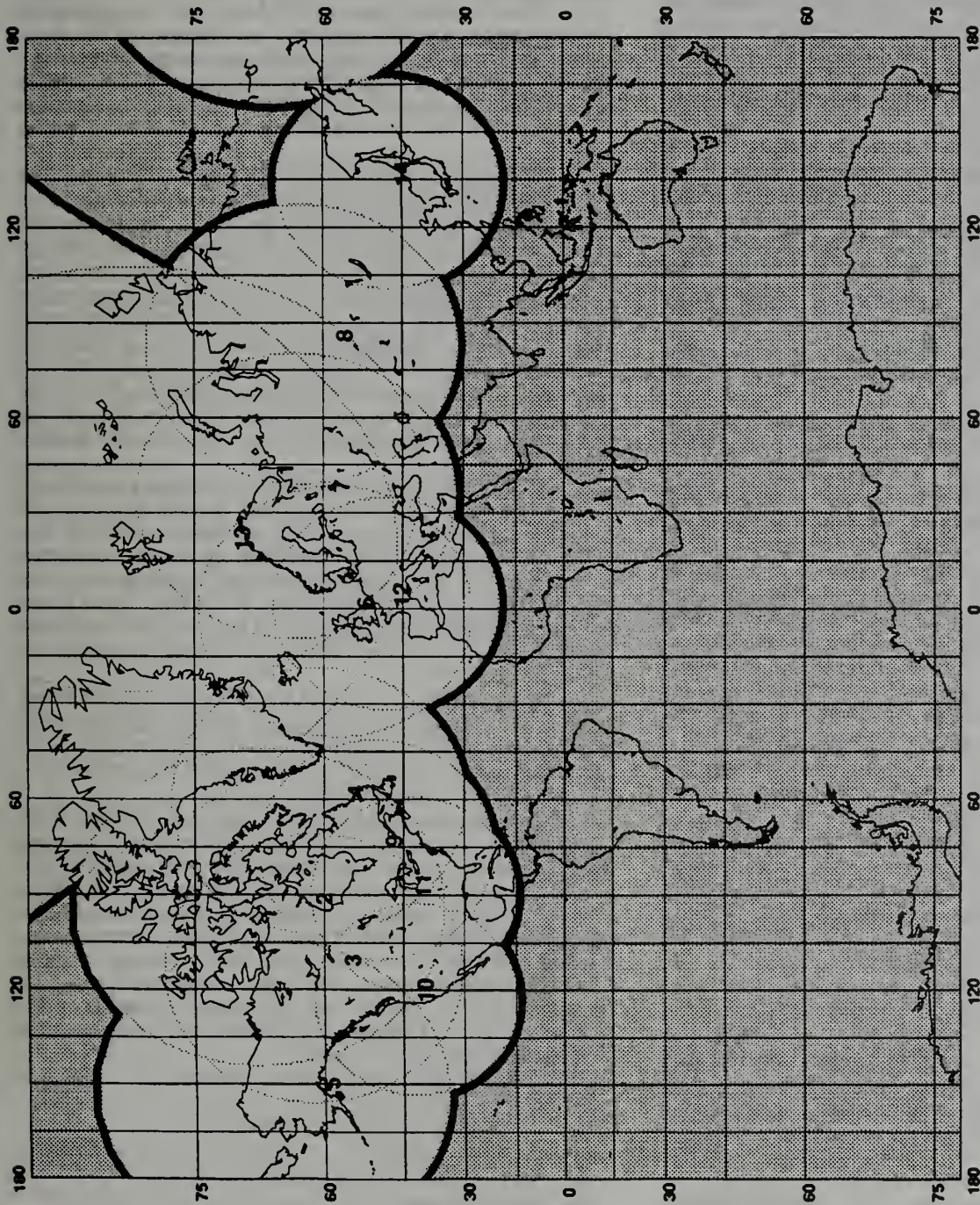
(397) (iii) EPIRBs manufactured before October 1989 may have design or construction problems (e.g. some models will leak and cease operating when immersed in water), or may not be detectable by satellite.

(398) **Class C EPIRBs.** These are manually activated devices intended for pleasure craft who do not venture far offshore and for vessels on the Great Lakes. They transmit a short burst on VHF-FM channel 16 and a longer homing signal on channel 15. Their usefulness depends upon a coast station or another vessel guarding channel 16 and recognizing the brief, recurring tone as an EPIRB. Class C EPIRBs are not recognized outside of the United States.

(399) **406 MHz EPIRBs.**—The 406 MHz EPIRB was designed to operate with satellites. Its signal allows a satellite local user terminal to accurately locate the EPIRB (much more accurately than 121.5/243 MHz devices), and identify the vessel (the signal is encoded with the vessel's identity) anywhere in the world (there is no range limitation). These devices also include a 121.5 MHz homing signal, allowing aircraft and rescue craft to quickly find the vessel in distress. These are the only type of EPIRB which must be certified by Coast Guard approved independent laboratories before they can be sold in the United States.

(400) An automatically activated, float-free version of this EPIRB will be required on Safety of Life at Sea Convention vessels (passenger ships and ships over 300 tons, on international voyages) of any nationality by 1 August 1993. The Coast Guard requires U.S. commercial fishing vessels carry this device (by May 1990, unless they carry a Class A EPIRB), and will require the same for other U.S. commercial uninspected vessels which travel more than 3 miles offshore.

(401) **The COSPAS-SARSAT system.**—COSPAS: Space System for Search of Distress Vessels (a Russian acronym); SARSAT: Search and Rescue Satellite-Aided Tracking. COSPAS-SARSAT is an international satellite-based search



Notes

LUTs

- 1 Archangelsk
- 2 Churchill
- 3 Edmonton
- 4 Goose Bay
- 5 Kodiak
- 6 Lasham
- 7 Moscow
- 8 Novosibirsk
- 9 Ottawa
- 10 Pt. Reyes
- 11 Scott AFB
- 12 Toulouse
- 13 Tromsø
- 14 Vladivostok

SARSAT satellite

Altitude 850 km
Elevation Angle 5 deg

1988 Satellite Visibility Area of SARSAT LUTs
(represents approximate System coverage at 121.5 MHz;
at 406 MHz, the System covers the entire globe)

and rescue system established by the U.S., U.S.S.R., Canada and France to locate emergency radio beacons transmitting on the frequencies 121.5, 243 and 406 MHz. Since its inception only a few years ago, COSPAS-SARSAT has contributed to the saving of 1240 lives (as of June 6, 1989), 554 of these mariners. The Coast Guard operates two local user terminals, satellite earth stations designed to receive EPIRB distress calls forwarded from COSPAS-SARSAT satellites, located in Kodiak, Alaska and Point Reyes, California. The Air Force operates a third terminal at Scott Air Force Base, Illinois.

(402) **Testing EPIRBs.**—The Coast Guard urges those owning EPIRBs to periodically examine them for water tightness, battery expiration date and signal presence. FCC rules allow Class A, B, and S EPIRBs to be turned on briefly (for three audio sweeps, or one second only) during the first five minutes of each hour. Signal presence can be detected by an FM radio tuned to 99.5 MHz, or an AM radio tuned to any vacant frequency and located close to an EPIRB. FCC rules allow Class C EPIRBs to be tested within the first five minutes of every hour, for not more than five seconds. Class C EPIRBs can be detected by a marine radio tuned to channel 15 or 16. 406 MHz EPIRBs can be tested through its self-test function, which is an integral part of the device.

(403) **Radar beacons (Racons)** are low-powered radio transceivers that operate in the marine radar X-band frequencies. When activated by a vessel's radar signal, Racons provide a distinctive visible display on the vessel's radar scope from which the range and bearing to the beacon may be determined. (See Light List and DMAHTC Pub. 117 for details.)

(404) **LORAN-C.**—LORAN, an acronym for Long Range Navigation, is an electronic aid to navigation consisting of shore-based radio transmitters. The LORAN system enables users equipped with a LORAN receiver to determine their position quickly and accurately, day or night, in practically any weather.

(405) A LORAN-C chain consists of three to five transmitting stations separated by several hundred miles. Within a chain, one station is designated as master while the other stations are designated as secondaries. Each secondary station is identified as either whiskey, x-ray, yankee, or zulu.

(406) The master station is always the first station to transmit. It transmits a series of nine pulses. The secondary stations then follow in turn, transmitting eight pulses each, at precisely timed intervals. This cycle repeats itself endlessly. The length of the cycle is measured in microseconds and is called a Group Repetition Interval (GRI).

(407) LORAN-C chains are designated by the four most significant digits of their GRI. For example, a chain with a GRI of 89,700 microseconds is referred to as 8970. A different GRI is used for each chain because all LORAN-C stations broadcast in the same 90 to 110 kilohertz frequency band and would otherwise interfere with one another.

(408) The LORAN-C system can be used in either a hyperbolic or range mode. In the widely used hyperbolic mode, a LORAN-C line of position is determined by measuring the time difference between synchronized pulses received from two separate transmitting stations. In the range mode, a line of position is determined by measuring the time required by LORAN-C pulses to travel from a transmitting station to the user's receiver.

(409) A user's position is determined by locating the crossing point of two lines of position on a LORAN-C chart. Many receivers have built-in coordinate converters which

will automatically display the receiver's latitude and longitude. With a coordinate converter, a position can be determined using a chart that is not overprinted with LORAN-C lines of position.

(410) **CAUTION:** The latitude/longitude computation on some models is based upon an all seawater propagation path. This may lead to error if the LORAN-C signals from the various stations involve appreciable overland propagation paths. These errors may put the mariner at risk in areas requiring precise positioning if the proper correctors (ASF) are not applied. Therefore, it is recommended that mariners using Coordinate Converters check the manufacturer's operating manual to determine if and how corrections are to be applied to compensate for the discontinuity caused by the overland paths.

(411) There are two types of LORAN-C accuracy: absolute and repeatable. Absolute accuracy is a measure of the navigator's ability to determine latitude and longitude position from the LORAN-C time differences measured. Repeatable accuracy is a measure of the LORAN-C navigator's ability to return to a position where readings have been taken before.

(412) The absolute accuracy of LORAN-C is 0.25 nautical miles, 95% confidence within the published coverage area using standard LORAN-C charts and tables. Repeatable accuracy depends on many factors, so measurements must be taken to determine the repeatable accuracy in any given area. Coast Guard surveys have found repeatable accuracies between 30 and 170 meters in most ground wave coverage areas. LORAN-C position determination on or near the baseline extensions are subject to significant errors and, therefore, should be avoided whenever possible. The use of skywaves is not recommended within 250 miles of a station being used, and corrections for these areas are not usually tabulated.

(413) If the timing or pulse shape of a master-secondary pair deviates from specified tolerances, the first two pulses of the secondary station's pulse train will blink on and off. The LORAN-C receiver sees this blinking signal and indicates a warning to the user. This warning will continue until the signals are once again in tolerance. A blinking signal is not exhibited during off-air periods, so a separate receiver alarm indicates any loss of signal. Never use a blinking secondary signal for navigation.

(414) In coastal waters, LORAN-C should not be relied upon as the only aid to navigation. A prudent navigator will use radar, radio direction finder, fathometer and any other aid to navigation, in addition to the LORAN-C receiver.

(415) **LORAN-C Interference**

(416) Interference to LORAN-C may result from radio transmissions by public or private sources operating near the LORAN-C band of 90-110 kHz. Anyone using the LORAN-C system, who observes interference to LORAN-C, should promptly report it to one of the Coast Guard commands listed below. Include in such reports information regarding the date, time, identifying characteristics, strength of the interfering signals and your own vessel's position. These interference reports are very important and cooperation from users of LORAN-C will assist the Coast Guard in improving LORAN-C service.

(417) **Atlantic Ocean and Gulf of Mexico**

(418) **Commander (Atl)**

(419) **Atlantic Area, U.S. Coast Guard**

(420) **Governors Island**

(421) **New York, NY 10004-5000**

(422) **Pacific Ocean**

(423) **Commander (Ptl)**

- (424) Pacific Area, U.S. Coast Guard
- (425) Coast Guard Island
- (426) Alameda, CA 94501-5100
- (427) **All areas**
- (428) Commandant (G-NRN)
- (429) U.S. Coast Guard
- (430) Washington, DC 20593-0001
- (431) **LORAN-C Charts and Publications**
- (432) Navigational charts overprinted with LORAN-C lines of position are published by the National Ocean Service (NOS), Distribution Branch (N/CG33), 6501 Lafayette Avenue, Riverdale, MD 20737-1199 and the Defense Mapping Agency (DMA), Combat Support Center, Code: PMSR, Washington, DC 20315-0010, and may be purchased directly from NOS or DMA, or through local chart sales agents.
- (433) A general source of LORAN-C information is the LORAN-C User Handbook written by the U.S. Coast Guard. This publication can be purchased from the Government Printing Office, Washington, DC (see appendix for address).
- (434) **Omega.**—Omega is a continuous radionavigation system which provides hyperbolic lines of position through phase comparisons of very low frequency (10-14 kHz range) continuous wave signals transmitted on a common frequency on a time shared basis. With eight transmitting stations located throughout the world, Omega provides worldwide, all-weather navigation coverage. Six stations make Omega available in nearly all parts of the globe, with the two other stations providing redundancy and coverage during off-air time for maintenance.
- (435) Users are cautioned that the Omega system is in an implementation stage. System changes and station off-air periods are promulgated by Notice to Mariners and radio navigational warning messages. Current information on the status of individual Omega transmitting stations is broadcast on station WWV, 16 minutes after the hour, and on station WWVH, 47 minutes after the hour. Current status reports are available by telephone (202-245-0298).
- (436) At the present time the worldwide accuracy and reliability of this system cannot be precisely determined. Therefore positioning information derived from Omega should not be totally relied upon without reference to other positioning methods.
- (437) **Uniform State Waterway Marking System.**—Many bodies of water used by boatmen are located entirely within the boundaries of a State. The Uniform State Waterway Marking System (USWMS) has been developed to indicate to the small-boat operator hazards, obstructions, restricted or controlled areas, and to provide directions. Although intended primarily for waters within the state boundaries, USWMS is suited for use in all water areas, since it supplements and is generally compatible with the Coast Guard lateral system of aids to navigation. The Coast Guard is gradually using more aids bearing the USWMS geometric shapes described below.
- (438) Two categories of waterway markers are used. Regulatory markers, buoys, and signs use distinctive standard shape marks to show regulatory information. The signs are white with black letters and have a wide orange border. They signify speed zones, restricted areas, danger areas, and directions to various places. Aids to navigation on State waters use red and black buoys to mark channel limits. Red and black buoys are generally used in pairs. The boat should pass between the red buoy and its companion black buoy. If the buoys are not placed in pairs, the distinctive color of the buoy indicates the direction of dangerous water from the

buoy. White buoys with red tops should be passed to the south or west, indicating that danger lies to the north or east of the buoy. White buoys with black tops should be passed to the north or east. Danger lies to the south or west. Vertical red and white striped buoys indicate a boat should not pass between the buoy and the nearest shore. Danger lies inshore of the buoy.

(439) **DESTRUCTIVE WAVES.**—Unusual sudden changes in water level can be caused by tsunamis or violent storms. These two types of destructive waves have become commonly known as **tidal waves**, a name which is technically incorrect as they are not the result of tide-producing forces.

(440) **Tsunamis (seismic sea waves)** are set up by submarine earthquakes. Many such seismic disturbances do not produce sea waves and often those produced are small, but the occasional large waves can be very damaging to shore installations and dangerous to ships in harbors.

(441) These waves travel great distances and can cause tremendous damage on coasts far from their source. The wave of April 1, 1946, which originated in the Aleutian Trench, demolished nearby Scotch Cap Lighthouse and caused damages of \$25 million in the Hawaiian Islands 2,000 miles away. The wave of May 22-23, 1960, which originated off Southern Chile, caused widespread death and destruction in islands and countries throughout the Pacific.

(442) The speed of tsunamis varies with the depth of the water, reaching 300 to 500 knots in the deep water of the open ocean. In the open sea they cannot be detected from a ship or from the air because their length is so great, sometimes a hundred miles, as compared to their height, which is usually only a few feet. Only on certain types of shelving coasts do they build up into waves of disastrous proportions.

(443) There is usually a series of waves with crests 10 to 40 minutes apart, and the highest may occur several hours after the first wave. Sometimes the first noticeable part of the wave is the trough which causes a recession of the water from shore, and people who have gone out to investigate this unusual exposure of the beach have been engulfed by the oncoming crest. Such an unexplained withdrawal of the sea should be considered as nature's warning of an approaching wave.

(444) Improvements have been made in the quick determination and reporting of earthquake epicenters, but no method has yet been perfected for determining whether a sea wave will result from a given earthquake. The Pacific Tsunami Warning Center, Oahu, Hawaii, of the National Oceanic and Atmospheric Administration is headquarters of a warning system which has field reporting stations (seismic and tidal) in most countries around the Pacific. When a warning is broadcast, waterfront areas should be vacated for higher ground, and ships in the vicinity of land should head for the deep water of the open sea.

(445) **Storm surge.**—A considerable rise or fall in the level of the sea along a particular coast may result from strong winds and sharp change in barometric pressure. In cases where the water level is raised, higher waves can form with greater depth and the combination can be destructive to low regions, particularly at high stages of tide. Extreme low levels can result in depths which are considerably less than those shown on nautical charts. This type of wave occurs especially in coastal regions bordering on shallow waters which are subject to tropical storms.

(446) **Seiche** is a stationary vertical wave oscillation with a period varying from a few minutes to an hour or more, but somewhat less than the tidal periods. It is usually attributed

to external forces such as strong winds, changes in barometric pressure, swells, or tsunamis disturbing the equilibrium of the watersurface. Seiche is found both in enclosed bodies of water and superimposed upon the tides of the open ocean. When the external forces cause a short-period horizontal oscillation on the water, it is called **surge**.

(447) The combined effect of seiche and surge sometimes makes it difficult to maintain a ship in its position alongside a pier even though the water may appear to be completely undisturbed, and heavy mooring lines have been parted repeatedly under such conditions. Pilots advise taut lines to reduce the effect of the surge.

SPECIAL SIGNALS FOR CERTAIN VESSELS

(448) **Special signals for surveying vessels.**—National Oceanic and Atmospheric Administration (NOAA) vessels engaged in survey operations and limited in their ability to maneuver because of the work being performed (handling equipment over-the-side such as water sampling or conductivity-temperature-density (CTD) casts, towed gear, bottom samplers, etc., and divers working on, below or in proximity of the vessel) are required by Navigation Rules, International-Inland, Rule 27, to exhibit:

(449) (b)(i) three all-round lights in a vertical line where they can best be seen. The highest and lowest of these lights shall be red and the middle light shall be white;

(450) (ii) three shapes in a vertical line where they can best be seen. The highest and lowest of these shapes shall be balls and the middle one a diamond;

(451) (iii) when making way through the water, masthead lights, sidelights and a sternlight, in addition to the lights prescribed in subparagraph (b)(i); and

(452) (iv) when at anchor, in addition to the lights or shapes prescribed in subparagraphs (b)(i) and (ii) the light, lights or shapes prescribed in Rule 30, Anchored Vessels and Vessels Aground.

(453) The color of the above shapes is black.

(454) A NOAA vessel engaged in hydrographic survey operations (making way on a specific trackline while sounding the bottom) is not restricted in its ability to maneuver and therefore exhibits at night only those lights required for a power-driven vessel of its length.

(455) **Warning signals for Coast Guard vessels while handling or servicing aids to navigation** are the same as those prescribed for surveying vessels. (See Special signals for surveying vessels, this chapter.)

(456) **Minesweeper signals.**—U.S. vessels engaged in minesweeping operations or exercises are hampered to a considerable extent in their maneuvering powers. With a view to indicating the nature of the work on which they are engaged, these vessels will show the signals hereinafter mentioned. For the public safety, all other vessels, whether steamers or sailing craft, must endeavor to keep out of the way of vessels displaying these signals and not approach them inside the distances mentioned herein, especially remembering that it is dangerous to pass between the vessels of a pair or group sweeping together.

(457) All vessels towing sweeps are to show: **By day**, a black ball at or near the foremast head and a black ball at each end of the fore yard. **By night**, all around green lights instead of the black balls, and in a similar manner.

(458) Vessels or formations showing these signals indicate that it is dangerous for another vessel to approach within 1,000 meters (3,280 feet) of the mineclearance vessel. Under no circumstances is a vessel to pass through a formation of minesweepers. Minesweepers should be prepared to warn

merchant vessels which persist in approaching too close by means of any of the appropriate signals from the International Code of Signals. In fog, mist, falling snow, heavy rainstorms, or any other condition similarly restricting visibility, whether by day or night, minesweepers while towing sweeps when in the vicinity of other vessels will sound whistle signals for a vessel towing (one prolonged blast followed by two short blasts).

(459) The United States is increasingly using helicopters to conduct minesweeping operations and exercises. When so engaged, helicopters, like vessels, are considerably hampered in their ability to maneuver. Helicopters may function at night as well as during the day and in varying types of weather. Accordingly, surface vessels approaching helicopters engaged in minesweeping operations should take precautions similar to those described above with regard to minesweeping vessels.

(460) Helicopters towing minesweeping gear, and surface escorts, if any, will use all practical means to warn approaching ships of the operations being conducted. Where practical, measures will be taken to mark or light the gear being towed. While towing, the helicopter's altitude varies from 49.2 to 311.6 feet (15 to 95 meters) above the water, and speeds vary from 0 to 30 knots.

(461) Minesweeping helicopters are equipped with a rotating beacon which has a selectable red and amber mode. The amber mode is used during towing operations to notify and warn other vessels that the helicopter is towing.

(462) **Submarine emergency identification signals.**—U.S. submarines are equipped with signal ejectors which may be used to launch identification signals, including emergency signals. Two general types of signals may be used: smoke floats and flares or stars. The smoke floats, which burn on the surface, produce a dense colored smoke for a period of 15 to 45 seconds. The flares or stars are propelled to a height of 300 to 400 feet from which they descend by small parachute. The flares or stars burn for about 25 seconds. The color of the smoke or flare/star has the following meaning:

(463) **Green or black** is used under training exercise conditions only to indicate that a torpedo has been fired or that the firing of a torpedo has been simulated.

(464) **Yellow** indicates the submarine is about to rise to periscope depth. Surface craft terminate antisubmarine counterattack and clear vicinity of submarine. Do not stop propellers.

(465) **Red** indicates an emergency inside the submarine; she will try to surface immediately, if possible. Surface ships clear the area and stand by to assist. In case of repeated red signals, or if the submarine fails to surface in a reasonable time, she may be presumed disabled. Buoy the location, look for submarine buoy, and attempt to establish sonar communications. Advise U.S. Navy authorities immediately.

(466) Submarine marker buoys consist of two spheres 3 feet in diameter with connecting structure, painted international orange. The buoy has a wire cable to the submarine, to act as a downhaul line for a rescue chamber. The buoy may be accompanied by an oil slick release to attract attention. A submarine on the bottom in distress may release this buoy. If sighted, such a buoy should be investigated and reported immediately to U.S. Navy authorities.

(467) The submarine may transmit the International Distress Signal (SOS) on its sonar gear independently or in conjunction with the red signal. Submarines also may use these other means of attracting attention: release of dye marker or air bubble; ejection of oil; pounding on hull.

(468) **Vessels Constrained by their Draft.**—International Navigation Rules, Rule 28, states that a vessel constrained

by her draft may, in addition to the lights prescribed for power-driven vessels in Rule 23, exhibit where they can best be seen three all-around red lights in a vertical line, or a cylinder.

NAVIGATION RESTRICTIONS AND REQUIREMENTS

(469) **Traffic Separation Schemes (Traffic Lanes).**—To increase the safety of navigation, particularly in converging areas of high traffic density, routes incorporating traffic separation have, with the approval of the International Maritime Organization (IMO), formerly the Inter-Governmental Maritime Consultative Organization (IMCO), been established in certain areas of the world. In the interest of safe navigation, it is recommended that through traffic use these schemes, as far as circumstances permit, by day and by night and in all weather conditions.

(470) General principles for navigation in Traffic Separation Schemes are as follows:

(471) 1. A ship navigating in or near a traffic separation scheme adopted by IMO shall in particular comply with Rule 10 of the 72 COLREGS to minimize the development of risk of collision with another ship. The other rules of the 72 COLREGS apply in all respects, and particularly the steering and sailing rules if risk of collision with another ship is deemed to exist.

(472) 2. Traffic separation schemes are intended for use by day and by night in all weather, in ice-free waters or under light ice conditions where no extraordinary maneuvers or assistance by icebreaker(s) are required.

(473) 3. Traffic separation schemes are recommended for use by all ships unless stated otherwise. Bearing in mind the need for adequate underkeel clearance, a decision to use a traffic separation scheme must take into account the charted depth, the possibility of changes in the seabed since the time of last survey, and the effects of meteorological and tidal conditions on water depths.

(474) 4. A deepwater route is an allied routing measure primarily intended for use by ships which require the use of such a route because of their draft in relation to the available depth of water in the area concerned. Through traffic to which the above consideration does not apply should, if practicable, avoid following deepwater routes. When using a deepwater route mariners should be aware of possible changes in the indicated depth of water due to meteorological or other effects.

(475) 5. Users of traffic separation schemes adopted by IMO will be guided by Rule 10 of the 1972 International Regulations for Preventing Collisions at Sea (72 COLREGS) as follows:

(476) (a) This Rule applies to traffic separation schemes adopted by the Organization.

(477) (b) A vessel using a traffic separation scheme shall:

(478) (i) proceed in the appropriate traffic lane in the general direction of traffic flow for that lane;

(479) (ii) so far as practicable keep clear of a traffic separation line or separation zone;

(480) (iii) normally join or leave a traffic separation lane at the termination of the lane, but when joining or leaving from either side shall do so at as small an angle to the general direction of traffic flow as practicable.

(481) (c) A vessel shall so far as practicable avoid crossing traffic lanes, but if obliged to do so, shall cross as nearly as practicable at right angles to the general direction of traffic flow.

(482) (d) Inshore traffic zones shall not normally be used by through traffic which can safely use the appropriate traffic lane within the adjacent traffic separation scheme. However, vessels of less than 20 meters in length and sailing vessels may under all circumstances use inshore traffic zones.

(483) (e) A vessel, other than a crossing vessel, or a vessel joining or leaving a lane shall not normally enter a separation zone or cross a separation line except:

(484) (i) in cases of emergency to avoid immediate danger;

(485) (ii) to engage in fishing within a separate zone.

(486) (f) A vessel navigating in areas near the terminations of traffic separation schemes shall do so with particular caution.

(487) (g) A vessel shall so far as practicable avoid anchoring in a traffic separation scheme or in areas near its terminations.

(488) (h) A vessel not using a traffic separation scheme shall avoid it by as wide a margin as is practicable.

(489) (i) A vessel engaged in fishing shall not impede the passage of any vessel following a traffic lane.

(490) (j) A vessel of less than 20 meters in length or a sailing vessel shall not impede the safe passage of a power-driven vessel following a traffic lane.

(491) (k) A vessel restricted in her ability to maneuver when engaged in an operation for the maintenance of safety of navigation in a traffic separation scheme is exempted from complying with Rule 10 to the extent necessary to carry out the operation.

(492) (l) A vessel restricted in her ability to maneuver when engaged in an operation for laying, servicing or picking up of a submarine cable, within a traffic separation scheme, is exempted from complying with this Rule to the extent necessary to carry out the operation.

(493) 6. The arrows printed on charts merely indicate the general direction of traffic; ships need not set their courses strictly along the arrows.

(494) 7. The signal "YG" meaning "You appear not to be complying with the traffic separation scheme" is provided in the International Code of Signals for appropriate use.

(495) When approved or established, traffic separation scheme details are announced in Notice to Mariners, and later depicted on appropriate charts and included in the Coast Pilot and Sailing Directions.

(496) **Oil Pollution**—The Federal Water Pollution Control Act, as amended, prohibits the discharge of a harmful quantity of oil or a hazardous substance into or upon the United States navigable waters or adjoining shorelines, or into or upon the waters of the contiguous zone, or in connection with activities under the Outer Continental Shelf Lands Act or the Deepwater Port Act of 1974, or which may affect natural resources belonging to, appertaining to, or under the exclusive management authority of the United States including resources under the Fisher Conservation and Management Act of 1976. Discharges that do occur must be reported to the Coast Guard (National Response Center) by the most rapid available means. To assist in swift reporting of spills, a nationwide, 24-hour, toll-free telephone number has been established (1-800-424-8802).

(497) Hazardous quantities of oil have been defined by the Environmental Protection Agency as those which violate applicable water quality standards or cause a film or sheen upon or discoloration of the surface of the water or adjoining shorelines, or cause a sludge or emulsion to be deposited beneath the surface of the water or adjoining shorelines. (For regulations pertaining to this Act see **40 CFR 110.3**, not carried in this Pilot.)

(498) The Refuse Act of 1899 (33 U.S.C. 407) prohibits anyone from throwing, discharging or depositing any refuse matter of any kind in U.S. navigable waters or tributaries of navigable waters. The only exceptions to this prohibition are liquid sewage flowing from streets or sewers and discharges made from shore facilities under a permit granted by the U.S. Army Corps of Engineers.

(499) The Act to Prevent Pollution from Ships (33 U.S.C. 1901) is based on the International Convention for the Prevention of Pollution from Ships, as modified by the Protocol of 1978 (MARPOL 73/78). For tankers over 150 gross tons and all other ships over 400 gross tons, MARPOL 73/78 requires the installation of new equipment to control overboard discharges of oil and oily waste. This includes oily-water separating, monitoring and alarm systems for discharges from cargo areas, cargo pump rooms and machinery space bilges. New ships must have the equipment on board by October 2, 1983, while existing ships have until October 2, 1986 to comply.

(500) Ships are also required to have an International Oil Pollution Prevention Certificate verifying that the vessel is in compliance with MARPOL 73/78 and that any required equipment is on board and operational, and they must maintain a new Oil Record Book reporting all oil transfers and discharges. The Oil Record Book is available from the Government Printing Office (see appendix for address).

(501) **Other requirements for the protection of navigable waters.**—It is not lawful to tie up or anchor vessels or to float lografts in navigable channels in such manner as to obstruct normal navigation. When a vessel or raft is wrecked and sunk in a navigable channel it is the duty of the owner to immediately mark it with a buoy or beacon during the day and a light at night until the sunken craft is removed or abandoned.

(502) **Obligation of deck officers.**—Licensed deck officers are required to acquaint themselves with the latest information published in Notice to Mariners regarding aids to navigation.

(503) **Improper use of searchlights prohibited.**—No person shall flash or cause to be flashed the rays of a searchlight or other blinding light onto the bridge or into the pilothouse of any vessel underway. The International Code Signal "PG2" may be made by a vessel inconvenienced by the glare of a searchlight in order to apprise the offending vessel of the fact.

(504) **Use of Radar.**—Navigation Rules, International-Inland, Rule 7, states, in part, that every vessel shall use all available means appropriate to the prevailing circumstances and conditions to determine if risk of collision exists. If there is any doubt such risk shall be deemed to exist. Proper use shall be made of radar equipment if fitted and operational, including long-range scanning to obtain early warning of risk of collision and radar plotting or equivalent systematic observation of detected objects.

(505) This rule places an additional responsibility on vessels which are equipped and manned to use radar to do so while underway during periods of reduced visibility without in any way relieving commanding officers of the responsibility of carrying out normal precautionary measures.

(506) Navigation Rules, International-Inland, Rules 6, 7, 8, and 19 apply to the use of radar.

(507) **Danger signal.**—Navigation Rules, International-Inland, Rule 34(d), states that when vessels in sight of one another are approaching each other and from any cause either vessel fails to understand the intentions or actions of the other, or is in doubt whether sufficient action is being taken

by the other to avoid collision, the vessel in doubt shall immediately indicate such doubt by giving at least five short and rapid blasts on the whistle. Such signal may be supplemented by a light signal of at least five short and rapid flashes.

(508) **Narrow channels.**—Navigation Rules, International-Inland, Rule 9(b) states: A vessel of less than 65.6 feet (20 meters) in length or a sailing vessel shall not impede the passage of a vessel that can safely navigate only within a narrow channel or fairway.

(509) **Control of shipping in time of emergency or war.**—In time of war or national emergency, merchant vessels of the United States and those foreign flag vessels, which are considered under effective U.S. control, will be subject to control by agencies of the U.S. Government. The allocation and employment of such vessels, and of domestic port facilities, equipment, and services will be performed by appropriate agencies of the War Transport Administration. The movement, routing, and diversion of merchant ships at sea will be controlled by appropriate naval commanders. The movement of merchant ships within domestic ports and dispersal anchorages will be coordinated by the U.S. Coast Guard. The commencement of naval control will be signaled by a general emergency message. (See DMAHTC Pub. 117 for emergency procedures and communication instructions.)

(510) **Exclusive Economic Zone of the United States.**—Established by a Presidential Proclamation on March 10, 1983, the Exclusive Economic Zone (EEZ) of the United States is a zone contiguous to the territorial sea, including zones contiguous to the territorial sea of the United States, the Commonwealth of Puerto Rico, the Commonwealth of the Northern Mariana Islands (to the extent consistent with the Covenant and the United Nations Trusteeship Agreement), and United States overseas territories and possessions. The EEZ extends to a distance of 200 nautical miles from the baseline from which the breadth of the territorial sea is measured. In cases where the maritime boundary with a neighboring state remains to be determined, the boundary of the EEZ shall be determined by the United States and the other state concerned in accordance with equitable principles.

(511) Within the EEZ, the United States has asserted, to the extent permitted by international law, (a) sovereign rights for the purpose of exploring, exploiting, conserving and managing natural resources, both living and nonliving, of the seabed and subsoil and the superjacent waters and with regard to other activities for the economic exploitation and exploration of the zone, such as the production of energy from the water, currents and winds; and (b) jurisdiction with regard to the establishment and use of artificial islands, and installations and structures having economic purposes, and the protection and preservation of the marine environment.

(512) Without prejudice to the sovereign rights and jurisdiction of the United States, the EEZ remains an area beyond the territory and territorial sea of the United States in which all states enjoy the high seas freedoms of navigation, overflight, the laying of submarine cables and pipelines, and other internationally lawful uses of the sea.

(513) This Proclamation does not change existing United States policies concerning the continental shelf, marine mammals and fisheries, including highly migratory species of tuna which are not subject to United States jurisdiction and require international agreements for effective management.

(514) The United States will exercise these sovereign rights and jurisdiction in accordance with the rules of international law.

(515) The seaward limit of the EEZ is shown on the nautical chart as a line interspersed periodically with EXCLUSIVE ECONOMIC ZONE. The EEZ boundary is coincidental with that of the Fishery Conservation Zone.

(516) **U.S. Fishery Conservation Zone.**—The United States exercises exclusive fishery management authority over all species of fish, except tuna, within the fishery conservation zone, whose seaward boundary is 200 miles from the baseline from which the U.S. territorial sea is measured; all anadromous species which spawn in the United States throughout their migratory range beyond the fishery conservation zone, except within a foreign country's equivalent fishery zone as recognized by the United States; all U.S. Continental Shelf fishery resources beyond the fishery conservation zone. Such resources include American lobster and species of coral, crab, abalone, conch, clam, and sponge, among others.

(517) No foreign vessel may fish, aid, or assist vessels at sea in the performance of any activity relating to fishing including, but not limited to preparation, supply, storage, refrigeration, transportation or processing, within the fishery conservation zone, or fish for anadromous species of the United States or Continental Shelf fishery resources without a permit issued in accordance with U.S. law. These permits may only be issued to vessels from countries recognizing the exclusive fishery management authority of the United States in an international agreement. The owners or operators of foreign vessels desiring to engage in fishing off U.S. coastal waters should ascertain their eligibility from their own flag state authorities. Failure to obtain a permit prior to fishing, or failure to comply with the conditions and restrictions established in the permit may subject both vessel and its owner or operators to administrative, civil, and criminal penalties. (Further details concerning foreign fishing are given in 50 CFR 611.)

(518) Reports of foreign fishing activity within the fishery conservation zone should be made to the U.S. Coast Guard. Immediate reports are particularly desired, but later reports by any means also have value. Reports should include the activity observed, the position, and as much identifying information (name, number, homeport, type, flag, color, size, shape, etc.) about the foreign vessel as possible, and the reporting party's name and address or telephone number.

(519) **Bridge-to-bridge Radiotelephone Communication.**—Voice radio bridge-to-bridge communication between vessels is an effective aid in the prevention of collisions where there is restricted maneuvering room and/or visibility. VHF-FM radio is used for this purpose, due to its essentially line-of-sight characteristic and relative freedom from static. As VHF-FM has increasingly come into use for short-range communications in U.S. harbors and other high-traffic waters, so has the number of ships equipped with this gear increased.

(520) The Vessel Bridge-to-Bridge Radiotelephone Regulations, effective January 1, 1973, require vessels subject to the Act while navigating to be equipped with at least one single channel transceiver capable of transmitting and receiving on VHF-FM channel 13 (156.65 MHz), the Bridge-to-Bridge Radiotelephone frequency. Vessels with multichannel equipment are required to have an additional receiver so as to be able to guard VHF-FM channel 13 (156.65 MHz), the Bridge-to-Bridge Radiotelephone frequency, in addition to VHF-FM channel 16 (156.80 MHz), the National Distress, Safety and Calling frequency required by Federal Communications Commission regulations. (See 26.01 through 26.10, chapter 2, for Vessel Bridge-to-Bridge Radiotelephone Regulations.)

(521) Mariners are reminded that the use of bridge-to-bridge voice communications in no way alters the obligation to comply with the provisions of the Navigation Rules, International-Inland.

(522) **VHF-FM Radiotelephone.**—The following table provides the frequency equivalents and general usage of selected VHF-FM channels which appear in the Coast Pilot. The letter "A" appended to a channel number indicates that U.S. operation of the particular channel is different than the international operation, i.e., U.S. stations transmit and receive on the same frequency and international stations use different frequencies.

(523) The information given here is extracted from the "Marine Radiotelephone Users Handbook" published by the Radio Technical Commission for Maritime Services. Ordering information for this valuable, comprehensive publication is included in the appendix.

(524) All channels given below are designated for both ship-to-ship and ship-to-coast communications except as noted.

Channel	Ship Frequency (MHz)		Channel Usage
	Transmit	Receive	
1A	156.050	156.050	Port operations and commercial
5A	156.250	156.250	Port operations
6	156.300	156.300	Intership safety
7A	156.350	156.350	Commercial
8	156.400	156.400	Commercial (ship-to-ship only)
9	156.450	156.450	Commercial and non-commercial
10	156.500	156.500	Commercial
11	156.550	156.550	Commercial
12	156.600	156.600	Port operations (traffic advisories, including VTS in some ports)
13	156.650	156.650	Navigational (ship-to-ship), also used at locks and bridges
14	156.700	156.700	Port operations (traffic advisories, including VTS in some ports)
16	156.800	156.800	Distress, safety and calling
17	156.850	156.850	State or local government control
18A	156.900	156.900	Commercial

Channel	Ship Frequency Transmit	(MHz) Receive	Channel Usage
19A	156.950	156.950	Commercial
20	157.000	161.600	Port operations (traffic advisories)
22A	157.100	157.100	Coast Guard Liaison
24	157.200	161.800	Public correspondence (ship-to-coast)
25	157.250	161.850	Public correspondence (ship-to-coast)
26	157.300	161.900	Public correspondence (ship-to-coast)
27	157.350	161.950	Public correspondence (ship-to-coast)
28	157.400	162.000	Public correspondence (ship-to-coast)
63A	156.175	156.175	VTS New Orleans
65A	156.275	156.275	Port operations (traffic advisories)
66A	156.325	156.325	Port operations (traffic advisories)
67	156.375	156.375	Commercial (ship-to-ship only) (used in New Orleans VTS for ship-to-ship navigational purposes)
68	156.425	156.425	Non-commercial
69	156.475	156.475	Non-commercial
71	156.575	156.575	Non-commercial
72	156.625	156.625	Non-commercial (ship-to-ship only)
73	156.675	156.675	Port operations (traffic advisories)
74	156.725	156.725	Port operations (traffic advisories)
77	156.875	156.875	Port operations (ship-to-ship, to and from pilots docking ships)
78A	156.925	156.925	Non-commercial
79A	156.975	156.975	Commercial
80A	157.025	157.025	Commercial
84	157.225	161.825	Public correspondence (ship-to-coast)
85	157.275	161.875	Public correspondence (ship-to-coast)
86	157.325	161.925	Public correspondence (ship-to-coast)
87	157.375	161.975	Public correspondence (ship-to-coast)
88	157.425	162.025	Public correspondence in Puget Sound and parts of Great Lakes
88A	157.425	157.425	Commercial, fishing (ship-to-ship) (except in parts of Great Lakes)

2. NAVIGATION REGULATIONS

(1) This chapter contains the sections of **Code of Federal Regulations, Title 33, Navigation and Navigable Waters (33 CFR)**, that are of most importance in the areas covered by **Coast Pilot 2**. The sections are from:

(2) Part 26, Vessel Bridge-to-Bridge Radiotelephone Regulations;

(3) Part 80, COLREGS Demarcation Lines;

(4) Part 110, Anchorage Regulations;

(5) Part 117, Drawbridge Operation Regulations;

(6) Part 160, Ports and Waterways Safety-General;

(7) Part 162, Inland Waterways Navigation Regulations;

(8) Part 164, Navigation Safety Regulations (in part);

(9) Part 165, Regulated Navigation Areas and Limited Access Areas;

(10) Part 166, Shipping Safety Fairways;

(11) Part 167, Offshore Traffic Separation Schemes;

(12) Part 207, Navigation Regulations; and

(13) Part 334, Danger Zones and Restricted Area Regulations.

(14) **Note.**—These regulations can only be amended by the enforcing agency or other authority cited in the regulations. Accordingly, requests for changes to these regulations should be directed to the appropriate agency for action. In those regulations where the enforcing agency is not cited or is unclear, recommendations for changes should be directed to the following Federal agencies for action: U.S. Coast Guard (33 CFR 26, 80, 110, 117, 160, 164, and 165); U.S. Army Corps of Engineers (33 CFR 207 and 334).

Part 26—Vessel Bridge-to-Bridge Radiotelephone Regulations

(15) **§26.01 Purpose.**

(16) (a) The purpose of this part is to implement the provisions of the Vessel Bridge-to-Bridge Radiotelephone Act. This part—

(17) (1) Requires the use of the vessel bridge-to-bridge radiotelephone;

(18) (2) Provides the Coast Guard's interpretation of the meaning of important terms in the Act;

(19) (3) Prescribes the procedures for applying for an exemption from the Act and the regulations issued under the Act and a listing of exemptions.

(20) (b) Nothing in this part relieves any person from the obligation of complying with the rules of the road and the applicable pilot rules.

(21) **§26.02 Definitions.**

(22) For the purpose of this part and interpreting the Act—

(23) “Secretary” means the Secretary of the Department in which the Coast Guard is operating;

(24) “Act” means the “Vessel Bridge-to-Bridge Radiotelephone Act”, 33 U.S.C. sections 1201–1208;

(25) “Length” is measured from end to end over the deck excluding sheer;

(26) “Power-driven vessel” means any vessel propelled by machinery; and

(27) “Towing vessel” means any commercial vessel engaged in towing another vessel astern, alongside, or by pushing ahead.

(28) **§26.03 Radiotelephone required.**

(29) (a) Unless an exemption is granted under §26.09 and except as provided in paragraph (a)(4) of this section, section 4 of the Act provides that—

(30) (1) Every power-driven vessel of 300 gross tons and upward while navigating;

(31) (2) Every vessel of 100 gross tons and upward carrying one or more passengers for hire while navigating;

(32) (3) Every towing vessel of 26 feet or over in length while navigating; and

(33) (4) Every dredge and floating plant engaged in or near a channel or fairway in operations likely to restrict or affect navigation of other vessels: Provided, That an unmanned or intermittently manned floating plant under the control of a dredge need not be required to have separate radiotelephone capability;

(34) Shall have a radiotelephone capable of operation from its navigational bridge, or in the case of a dredge, from its main control station, and capable of transmitting and receiving on the frequency or frequencies within the 156–162 Mega-Hertz band using the classes of emissions designated by the Federal Communications Commission, after consultation with other cognizant agencies, for the exchange of navigational information.

(35) (b) The radiotelephone required by paragraph (a) of this section shall be carried on board the described vessels, dredges, and floating plants upon the navigable waters of the United States inside the lines established pursuant to section 2 of the Act of February 19, 1895 (28 Stat. 672), as amended.

(36) **§26.04 Use of the designated frequency.**

(37) (a) No person may use the frequency designated by the Federal Communications Commission under section 8 of the Act, 33 U.S.C. 1207(a), to transmit any information other than information necessary for the safe navigation of vessels or necessary tests.

(38) (b) Each person who is required to maintain a listening watch under section 5 of the Act shall, when necessary, transmit and confirm, on the designated frequency, the intentions of his vessel and any other information necessary for the safe navigation of vessels.

(39) (c) Nothing in these regulations may be construed as prohibiting the use of the designated frequency to communicate with shore stations to obtain or furnish information necessary for the safe navigation of vessels.

(40) **Note.**—The Federal Communications Commission (FCC) has designated the frequency 156.65 MHz (Channel 13) for the use of bridge-to-bridge stations in most of the United States. However, FCC rules designate the frequency 156.375 MHz (Channel 67) to be used instead of Channel 13 in the following areas, except to facilitate transition from these areas: The Mississippi River from South Pass Lighted Bell Buoy “2” and Southwest Pass Entrance (midchannel) Lighted Whistle Buoy SW to mile 242.4 AHP (Above Head of Passes) near Baton Rouge; and, in addition, over the full length of the Mississippi River-Gulf Outlet Canal from entrance to its junction with the Inner Harbor Navigation Canal, and over the full length of the Inner Harbor Navigation Canal from its junction with the Mississippi River to its entry to Lake Pontchartrain at the New Seabrook vehicular bridge.

(41) **§26.05 Use of radiotelephone.**

(42) Section 5 of the Act states—

(43) (a) The radiotelephone required by this Act is for the exclusive use of the master or person in charge of the vessel, or the person designated by the master or person in charge

of the vessel, or the person designated by the master or person in charge to pilot or direct the movement of the vessel, who shall maintain a listening watch on the designated frequency. Nothing contained herein shall be interpreted as precluding the use of portable radiotelephone equipment to satisfy the requirements of this Act.

(44) **§26.06 Maintenance of radiotelephone; failure of radiotelephone.**

(45) Section 6 of the Act states—

(46) (a) Wherever radiotelephone capability is required by this Act, a vessel's radiotelephone equipment shall be maintained in effective operating condition. If the radiotelephone equipment carried aboard a vessel ceases to operate, the master shall exercise due diligence to restore it or cause it to be restored to effective operating condition at the earliest practicable time. The failure of a vessel's radiotelephone equipment shall not, in itself, constitute a violation of this Act, nor shall it obligate the master of any vessel to moor or anchor his vessel; however, the loss of radiotelephone capability shall be given consideration in the navigation of the vessel.

(47) **§26.07 English language.**

(48) No person may use the services of, and no person may serve as a person required to maintain a listening watch under section 5 of the Act, 33 U.S.C. 1204 unless he can speak the English language.

(49) **§26.08 Exemption procedures.**

(50) (a) Any person may petition for an exemption from any provision of the Act or this part;

(51) (b) Each petition must be submitted in writing to U.S. Coast Guard Office of Navigation Safety and Waterway Services, 2100 Second Street SW., Washington, DC 20593-0001, and must state—

(52) (1) The provisions of the Act or this part from which an exemption is requested; and

(53) (2) The reasons why marine navigation will not be adversely affected if the exemption is granted and if the exemption relates to a local communication system how that system would fully comply with the intent of the concept of the Act but would not conform in detail if the exemption is granted.

(54) **§26.09 List of exemptions.**

(55) (a) All vessels navigating on those waters governed by the navigation rules for Great Lakes and their connecting and tributary waters (33 U.S.C. 241 et seq.) are exempt from the requirements of the Vessel Bridge-to-Bridge Radiotelephone Act and this part until May 6, 1975.

(56) (b) Each vessel navigating on the Great Lakes as defined in the Inland Navigational Rules Act of 1980 (33 U.S.C. 2001 et seq.) and to which the Vessel Bridge-to-Bridge Radiotelephone Act (33 U.S.C. 1201-1208) applies is exempt from the requirements in 33 U.S.C. 1203, 1204, and 1205 and the regulations under §§26.03, 26.04, 26.05, 26.06, and 26.07. Each of these vessels and each person to whom 33 U.S.C. 1208(a) applies must comply with Articles VII, X, XI, XII, XIII, XV, and XVI and Technical Regulations 1-7 of "The Agreement Between the United States of America and Canada for Promotion of Safety on the Great Lakes by Means of Radio, 1973."

(57) **§26.10 Penalties**

(58) Section 9 of the Act states—

(59) (a) Whoever, being the master or person in charge of a vessel subject to the Act, fails to enforce or comply with the Act or the regulations hereunder; or whoever, being designated by the master or person in charge or a vessel subject to the Act to pilot or direct the movement of a vessel fails to

enforce or comply with the Act or the regulations hereunder—is liable to a civil penalty of not more than \$500 to be assessed by the Secretary.

(60) (b) Every vessel navigated in violation of the Act or the regulations hereunder is liable to a civil penalty of not more than \$500 to be assessed by the Secretary, for which the vessel may be proceeded against in any District Court of the United States having jurisdiction.

(61) (c) Any penalty assessed under this section may be remitted or mitigated by the Secretary, upon such terms as he may deem proper.

Part 80—COLREGS Demarcation Lines

(62) **§80.01 General basis and purpose of demarcation lines.**

(63) (a) The regulations in this part establish the lines of demarcation delineating those waters upon which mariners shall comply with the International Regulations for Preventing Collisions at Sea, 1972 (72 COLREGS) and those waters upon which mariners shall comply with the Inland Navigation Rules.

(64) (b) The waters inside of the lines are Inland Rules waters. The waters outside the lines are COLREGS waters.

(65) (c) Geographic coordinates expressed in terms of latitude or longitude, or both, are not intended for plotting on maps or charts whose referenced horizontal datum is the North American Datum of 1983 (NAD 83), unless such geographic coordinates are expressly labeled NAD 83. Geographic coordinates without the NAD 83 reference may be plotted on maps or charts referenced to NAD 83 only after application of the appropriate corrections that are published on the particular map or chart being used.

(66) **§80.135 Hull, Mass. to Race Point, Mass.**
(a) Except inside lines described in this section, the 72 COLREGS apply on the harbors, bays, and inlets on the east coast of Massachusetts from the easternmost radio tower at Hull, charted in approximate position latitude 42°16.7'N., longitude 70°52.6'W., to Race Point on Cape Cod.

(67) (b) A line drawn from Canal Breakwater Light 4 south to the shoreline.

(68) **§80.145 Race Point, Mass., to Watch Hill, R.I.**
(a) Except inside lines specifically described in this section, the 72 COLREGS shall apply on the sounds, bays, harbors, and inlets along the coast of Cape Cod and the southern coasts of Massachusetts and Rhode Island from Race Point to Watch Hill.

(69) (b) A line drawn from Nobska Point Light to Tarpaulin Cove Light on the southeastern side of Naushon Island; thence from the southernmost tangent of Naushon Island to the easternmost extremity of Nashawena Island; thence from the southwesternmost extremity of Nashawena Island to the easternmost extremity of Cuttyhunk Island; thence from the southwestern tangent of Cuttyhunk Island to the tower on Gooseberry Neck charted in approximate position latitude 41°29.1'N., longitude 71°02.3'W.

(70) (c) A line drawn from Sakonnet Breakwater Light 2 tangent to the southernmost part of Sachuest Point charted in approximate position latitude 41°28.5'N., longitude 71°14.8'W.

(71) (d) An east-west line drawn through Beavertail Light between Brenton Point and the Boston Neck shoreline.

(72) **§80.150 Block Island, R.I.**

(73) The 72 COLREGS shall apply on the harbors of Block Island.

(74) §80.155 Watch Hill, R.I. to Montauk Point, N.Y. (a) A line drawn from Watch Hill Light to East Point on Fishers Island.

(75) (b) A line drawn from Race Point to Race Rock Light; thence to Little Gull Island Light thence to East Point on Plum Island.

(76) (c) A line drawn from Plum Island Harbor East Dolphin Light to Plum Island Harbor West Dolphin Light.

(77) (d) A line drawn from Plum Island Light to Orient Point Light; thence to Orient Point.

(78) (e) A line drawn from the lighthouse ruins at the southwestern end of Long Beach Point to Cornelius Point.

(79) (f) A line drawn from Coecles Harbor Entrance Light to Sungic Point.

(80) (g) A line drawn from Nichols Point to Cedar Island Light.

(81) (h) A line drawn from Threemile Harbor West Breakwater Light to Threemile Harbor East Breakwater Light.

(82) (i) A line drawn from Montauk West Jetty Light 1 to Montauk East Jetty Light 2.

(83) §80.160 Montauk Point, N.Y. to Atlantic Beach, N.Y. (a) A line drawn from Shinnecock Inlet East Breakwater Light to Shinnecock Inlet West Breakwater Light 1.

(84) (b) A line drawn from Moriches Inlet East Breakwater Light to Moriches Inlet West Breakwater Light.

(85) (c) A line drawn from Fire Island Inlet Breakwater Light 348° true to the southernmost extremity of the spit of land at the western end of Oak Beach.

(86) (d) A line drawn from Jones Inlet Light 322° true across the southwest tangent of the island on the north side of Jones Inlet to the shoreline.

(87) §80.165 New York Harbor.

(88) A line drawn from East Rockaway Inlet Breakwater Light to Sandy Hook Light.

Part 110—Anchorage Regulations

(89) §110.1 General. (a) The areas described in Subpart A of this part are designated as special anchorage areas pursuant to the authority contained in an act amending laws for preventing collisions of vessels approved April 22, 1940 (54 Stat. 150); Article 11 of section 1 of the Act of June 7, 1897, as amended (30 Stat. 98; 33 U.S.C. 180), Rule 9 of section 1 of the act of February 8, 1895, as amended (28 Stat. 647; 33 U.S.C. 258), and Rule Numbered 13 of section 4233 of the Revised Statutes as amended (33 U.S.C. 322). Vessels not more than 65 feet in length, when at anchor in any special anchorage area shall not be required to carry or exhibit the white anchor lights required by the Navigation Rules.

(90) (b) The anchorage grounds for vessels described in Subpart B of this part are established, and the rules and regulations in relation thereto adopted, pursuant to the authority contained in section 7 of the act of March 4, 1915, as amended (38 Stat. 1053; 33 U.S.C. 471).

(91) (c) All bearings in the part are referred to true meridian.

(92) (d) Geographic coordinates expressed in terms of latitude or longitude, or both, are not intended for plotting on maps or charts whose referenced horizontal datum is the North American Datum of 1983 (NAD 83), unless such geographic coordinates are expressly labeled NAD 83. Geographic coordinates without the NAD 83 reference may be plotted on maps or charts referenced to NAD 83 only after application of the appropriate corrections that are published on the particular map or chart being used.

(93) §110.1a Anchorages under Ports and Waterways Safety Act. (a) The anchorages listed in this section are regulated under the Ports and Waterways Safety Act (33 U.S.C. 1221 et seq.):

(94) (1) Section 110.155 Port of New York.

(95) (b) Any person who violates any regulation issued under the Ports and Waterways Safety Act—

(96) (1) Is liable to a civil penalty, not to exceed \$25,000 for each violation;

(97) (2) If the violation is willful, is fined not more than \$50,000 for each violation or imprisoned for not more than five years, or both.

Subpart A—Special Anchorage Areas

(98) §110.38 Edgartown Harbor, Mass. An area in the inner harbor easterly of the project channel and south of Chappaquiddick Point bounded as follows: Beginning at

(99) 41°23'19"N., 70°30'32"W.; thence along the shore to

(100) 41°22'52"N., 70°30'12"W.; thence

(101) 287°30', 1,600 feet; thence

(102) 327°30', 700 feet; thence

(103) 359°, 800 feet; thence

(104) 024°15', approximately 900 feet to the point of beginning.

(105) NOTE: The area is reserved for yachts and other small recreational craft. Fore and aft moorings and temporary floats or buoys for marking anchors in place will be allowed. All moorings shall be so placed that no vessel when anchored shall extend into waters beyond the limits of the area. Fixed mooring piles or stakes are prohibited.

(106) §110.40 Silver Beach Harbor, North Falmouth, Mass. All the waters of the harbor northward of the inner end of the entrance channel.

(107) §110.45 Onset Bay, Mass. Northerly of a line extending from the northernmost point of Onset Island to the easternmost point of Wickets Island; easterly of a line extending from the easternmost point of Wickets Island to the southwest extremity of Point Independence; southerly of the shore line; and westerly of the shore line and of a line bearing due north from the northernmost point of Onset Island.

(108) §110.45a Mattapoisett Harbor, Mattapoisett, Mass.

(109) (a) Area No. 1 beginning at a point on the shore at

(110) 41°39'23"N., 70°48'50"W.; thence 138.5°T. to

(111) 41°38'45"N., 70°48'02"W.; thence 031°T. to

(112) 41°39'02"N., 70°47'48"W.; thence along the shore to the point of beginning.

(113) (b) Area No. 2 beginning at a point on the shore at

(114) 41°39'24"N., 70°49'02"W.; thence 142.5°T. to

(115) 41°38'10"N., 70°47'45"W.; thence 219°T. to

(116) 41°37'54"N., 70°48'02"W.; thence along the shore to the point of beginning.

(117) Note.—Administration of the Special Anchorage Area is exercised by the Harbormaster, Town of Mattapoisett pursuant to a local ordinance. The town of Mattapoisett will install and maintain suitable navigational aids to mark the perimeter of the anchorage area.

(118) §110.46 Newport Harbor, Newport, R.I. (a) Area No. 1. The waters of Brenton Cove south of a line extending from

(119) 41°28'50"N., 71°18'58"W.; to

(120) 41°28'45"N., longitude 71°20'08"W.; thence along the shoreline to the point of beginning.

(121) (b) Area No. 2. The waters east of Goat Island beginning at a point bearing 090°, 245 yards from Goat Island Shoal Light; thence

(122) 007°, 505 yards; thence

(123) 054°, 90 yards; thence

(124) 086°, 330 yards; thence

- (125) 122°, 90 yards; thence
- (126) 179°, 290 yards; thence
- (127) 228°, 380 yards; thence
- (128) 270°, 250 yards to the point of beginning.
- (129) (c) Area No. 3. The waters north of Goat Island Causeway Bridge beginning at Newport Harbor Light; thence 023° to the southwest corner of Anchorage E; thence 081° following the southerly boundary of Anchorage E to the shoreline; thence south along the shoreline to the east foot of the Goat Island Causeway Bridge; thence west following Goat Island Causeway Bridge to the shoreline of Goat Island; thence north following the east shore of Goat Island to the point of beginning.
- (130) **§110.47 Little Narragansett Bay, Watch Hill, R.I.** All of the navigable waters of Watch Hill Cove southeasterly of a line beginning at the shore end of the United States project groin on the southerly shore of the cove and running 41°30' true, to the northerly shore of the cove at a point about 200 feet west of the west side of the shore end of Meadow Lane, with the exception of a 100-foot wide channel running from the westerly end of the cove in a southeasterly direction to the Watch Hill Yacht Club pier, thence along in front of the piers on the easterly side of the cove northerly to the shore at the north end of the cove.
- (131) **§110.48 Thompson Cove on east side of Pawcatuck River below Westerly, R.I.** Eastward of a line extending from the channelward end of Thompson Dock at the northern end of Thompson Cove 184° to the shore at the southern end of Thompson Cove.
- (132) **§110.50 Stonington Harbor, Conn.** (a) Area No. 1. Beginning at the southeastern tip of Wamphassuc Point; thence to the northwesterly end of Stonington Inner Breakwater; thence along the breakwater to
- (133) longitude 71°54'50.5"; thence to
- (134) 41°20'25.3" N., 71°54'50.5" W.; thence to a point on the shoreline at
- (135) 41°20'32" N., 71°54'54.8" W.; thence along the shoreline to the point of beginning.
- (136) (b) Area No. 2. Beginning at a point on the shoreline at
- (137) 41°19'55.8" N., 71°54'28.9" W.; thence to
- (138) 41°19'55.8" N., 71°54'37.1" W.; thence to
- (139) 41°20'01.6" N., 71°54'38.8" W.; thence to
- (140) 41°20'02.0" N., 71°54'34.3" W.; thence along the shoreline to the point of beginning.
- (141) (c) Area No. 3. Beginning at a point on the shoreline at
- (142) 41°20'29.5" N., 71°54'43.0" W.; thence to
- (143) 41°20'25.6" N., 71°54'48.5" W.; thence to
- (144) 41°20'10.7" N., 71°54'48.5" W.; thence to the shoreline at
- (145) 41°20'10.7" N.; thence along the shoreline to the point of beginning.
- (146) NOTE: A fixed mooring stake or pile is prohibited. The General Statutes of the State of Connecticut authorizes the Harbor Master of Stonington to station and control a vessel in the harbor.
- (147) **§110.50a Fishers Island Sound, Stonington, Conn.** An area on the east side of Mason Island bounded as follows:
- (148) Beginning at the shore line on the easterly side of Mason Island at latitude 41°20'06"; thence due east about 600 feet to latitude 41°20'06", longitude 71°57'37"; thence due south about 2,400 feet to latitude 41°19'42", longitude 71°57'37"; thence due west about 1,000 feet to the shore line on the easterly side of Mason Island at latitude 41°19'42"; thence along the shore line to the point of beginning.

(149) NOTE: The area will be principally for use by yachts and other recreational craft. Temporary floats or buoys for marking anchors will be allowed. Fixed mooring piles or stakes will be prohibited. The anchoring of vessels and the placing of temporary moorings will be under the jurisdiction and the discretion of the local Harbor Master.

(150) **§110.50b Mystic Harbor, Groton and Stonington, Conn.** (a) Area No. 1. Beginning at Ram Point on the westerly side of Mason Island at

- (151) 41°19'44" N., 71°58'42" W.; thence to
- (152) 41°19'30" N., 71°58'43" W.; thence to
- (153) 41°19'36" N., 71°58'58" W.; thence to
- (154) 41°19'45" N., 71°58'56" W.; thence to the point of beginning.

(155) (b) Area No. 2. Beginning at a point about 250 feet southerly of Area 1 and on line with the easterly limit of Area 1 at

- (156) 41°19'27" N., 71°58'44" W.; thence to
- (157) 41°19'19" N., 71°58'45" W.; thence to
- (158) 41°19'25" N., 71°58'59" W.; thence to
- (159) 41°19'33" N., 71°58'48" W.; thence to the point of beginning.

(160) NOTE: The areas will be principally for use by yachts and other recreational craft. Temporary floats or buoys for marking anchors will be allowed. Fixed mooring piles or stakes are prohibited. All moorings shall be so placed that no vessel, when anchored, shall at any time extend beyond the limits of the areas. The anchoring of vessels and the placing of temporary moorings will be under the jurisdiction and at the discretion of the local Harbor Master.

(161) **§110.50c Mumford Cove, Groton, Conn.** (a) Area No. 1. Beginning at a point on the easterly shore of Mumford Cove at

- (162) 41°19'36" N., 72°01'06" W.; to
- (163) 41°19'30" N., 72°01'04" W.; thence to the shore at
- (164) 41°19'31" N., 72°01'00" W.; and thence along the shoreline to the point of beginning.

(165) (b) Area No. 2. Beginning at a point on the easterly shore of Mumford Cove at

- (166) 41°19'15.0" N., 72°00'54.0" W.; thence to
- (167) 41°19'14.5" N., 72°00'59.0" W.; thence to
- (168) 41°19'11.0" N., 72°00'58.0" W.; thence to
- (169) 41°19'10.0" N., 72°00'54.0" W.; thence to
- (170) 41°19'12.5" N., 72°00'52.0" W.; thence to
- (171) 41°19'14.0" N., 72°00'55.0" W.; and thence to the point of beginning.

(172) NOTE: The areas are principally for use by yachts and other recreational craft. Temporary floats or buoys for marking anchors will be allowed. Fixed mooring piles or stakes will be prohibited. The anchoring of vessels and placing of temporary moorings will be under the jurisdiction, and at the discretion, of the local Harbor Master.

(173) **§110.50d Mystic Harbor, Noank, Conn.** (a) The area comprises that portion of the harbor off the easterly side of Morgan Point beginning at a point at

- (174) 41°19'15.0" N., 71°59'13.5" W.; thence to
- (175) 41°19'15.0" N., 71°59'00.0" W.; thence to
- (176) 41°19'02.5" N., 71°59'00.0" W.; thence to
- (177) 41°19'06.0" N., 71°59'13.5" W.; and thence to the point of beginning.

(178) (b) The following requirements shall govern this special anchorage area:

(179) (1) The area will be principally for use by yachts and other recreational craft.

(180) (2) Temporary floats or buoys for marking anchors will be allowed but fixed piles or stakes are prohibited. All moorings shall be so placed that no vessel, when anchored, shall extend beyond the limits of the area.

to such adjustments as may be necessary to accommodate all classes of vessels which may require anchorage room.

(476) (ii) Temporary floats or buoys for marking anchors or moorings in place will be allowed in this area. Fixed mooring piles or stakes will not be allowed.

(477) (5) **Anchorage E.** South of Coasters Harbor Island, east of a line bearing 341° from the outer end of Briggs Wharf to the southwestern shore of Coasters Harbor Island near the War College Building; and north of a line ranging 265° from the flagstaff at Fort Greene toward Rose Island Light.

(478) (i) In this area the requirements of the naval service will predominate from May 1 to October 1, but will at all times be subject to such adjustment as may be necessary to accommodate all classes of vessels that may require anchorage room.

(479) (ii) Temporary floats or buoys for marking anchors or moorings in place will be allowed in this area. Fixed mooring piles or stakes will not be allowed.

(480) (b) **West Passage (1) Anchorage H.** North of a line 1,000 yards long bearing 88° from Bonnet Point; west of a line bearing 3° from the eastern end of the last-described line; and south of a line ranging 302° through a point 200 yards south of the Kearny wharf toward the church spire at South Ferry, Boston Neck.

(481) (i) Temporary floats or buoys for marking anchors or moorings in place will be allowed in this area. Fixed mooring piles or stakes will not be allowed.

(482) (2) **Anchorage I.** North of a line 1,000 yards long bearing 88° from Bonnet Point to the shore at Austin Hollow; east of a line bearing 183° from Dutch Island Light; and south of a line ranging 302° through a point 200 yards south of the Kearny wharf toward the church spire at South Ferry, Boston Neck.

(483) (i) Temporary floats or buoys for marking anchors or moorings in place will be allowed in this area. Fixed mooring piles or stakes will not be allowed.

(484) (3) **Anchorage J.** At Saunderstown, south of a line ranging 110° from the south side of the ferry wharf toward the cable crossing sign on Dutch Island; west of a line ranging 192° from Plum Beach Shoal Buoy 1 PB toward the east shore of The Bonnet; and north of a line from the shore ranging 108° toward Dutch Island Light and the north end of the wharf at Beaver Head.

(485) (i) Temporary floats or buoys for marking anchors or moorings in place will be allowed in this area. Fixed mooring piles or stakes will not be allowed.

(486) (4) **Anchorage K.** In the central and southern portion of Dutch Island Harbor, north of a line ranging 106° from Beaver Head Point Shoal Buoy 2 toward the Jamestown standpipe; east of a line ranging 14° from Beaver Head Point Shoal Buoy 2 toward the inshore end of the engineer wharf, Dutch Island; southeast of a line ranging 50° from Dutch Island Light toward the windmill north of Jamestown; and south of a line parallel to and 100 yards southwesterly from a line ranging 132° from the engineer wharf, Dutch Island, and the west ferry wharf, Jamestown.

(487) (i) Temporary floats or buoys for marking anchors or moorings in place will be allowed in this area. Fixed mooring piles or stakes will not be allowed.

(488) (5) **Anchorage L.** North of a line ranging 101° from a point on shore 300 yards northerly of the Saunderstown ferry wharf toward the entrance to Round Swamp, Conanicut Island; west of a line bearing 15° parallel to and 1,000 feet westerly from a line joining the western point of Dutch Island and Twenty-three Foot Rock Buoy 4, and a line ranging 6° from Dutch Island Light toward Warwick Light; and south of a line ranging 290° from Sand Point,

Conanicut Island, to Wickford Harbor Light, and a line bearing 226° from Wickford Harbor Light to Poplar Point tower.

(489) (i) Temporary floats or buoys for marking anchors or moorings in place will be allowed in this area. Fixed mooring piles or stakes will not be allowed.

(490) (6) **Anchorage M.** East and north of Dutch Island, northeast of a line ranging 316° from the inshore end of the west ferry wharf, Jamestown, toward the north end of Dutch Island to a point bearing 88°, 200 yards, from the engineer wharf, Dutch Island, thence ranging 3° toward the shore of Conanicut Island at Slocum Ledge; north of a line 200 yards off the Dutch Island shore ranging 281° from the entrance to Round Swamp toward a point on shore 300 yards northerly from the Saunderstown ferry wharf; east of a line ranging 15° from the western point of Dutch Island to Twenty-three Foot Rock Buoy 4; and south of a line bearing 77° from Twenty-three Foot Rock Buoy 4 to the shore.

(491) (i) Temporary floats or buoys for marking anchors or moorings in place will be allowed in this area. Fixed mooring piles or stakes will not be allowed.

(492) (7) **Anchorage N.** West of the north end of Conanicut Island, south of a line bearing 262° from Conanicut Island Light; east of a line bearing 8° from Twenty-three Foot Rock Buoy 4; and north of a line ranging 290° from Sand Point toward Wickford Harbor Light.

(493) (i) Temporary floats or buoys for marking anchors or moorings in place will be allowed in this area. Fixed mooring piles or stakes will not be allowed.

(494) (c) **Bristol Harbor—(1) Anchorage O.** South of the south line of Franklin Street extended westerly; west of a line bearing 164°30' parallel to and 400 feet westerly from the State harbor line between Franklin and Constitution Streets, and of a line ranging 244° from a point on the north line of Constitution Street extended 400 feet beyond the State harbor line toward Usher Rock Buoy 3; and north of the north line of Union Street extended to the Popasquash Neck Shore.

(495) (i) Temporary floats or buoys for marking anchors or moorings in place will be allowed in this area. Fixed mooring piles or stakes will not be allowed.

(496) (d) **The regulations.** (1) Except in cases of great emergency, no vessels shall be anchored in the entrances to Narragansett Bay, in Newport Harbor, or in Bristol Harbor, outside of the anchorage areas defined in paragraphs (a), (b) and (c) of this section.

(497) (2) **Anchors** must not be placed outside the anchorage areas, nor shall any vessel be so anchored that any portion of the hull or rigging shall at any time extend outside the boundaries of the anchorage area.

(498) (3) Any vessel anchoring under the circumstances of great emergency outside the anchorage areas must be placed near the edge of the channel and in such position as not to interfere with the free navigation of the channel, nor obstruct the approach to any pier, nor impede the movement of any boat, and shall move away immediately after the emergency ceases, or upon notification by an officer of the Coast Guard.

(499) (4) A vessel upon being notified to move into the anchorage limits or to shift its position on anchorage grounds must get under way at once or signal for a tug, and must change position as directed with reasonable promptness.

(500) (5) Whenever the maritime or commercial interests of the United States so require, any officer of the Coast Guard is hereby empowered to shift the position of any vessel anchored within the anchorage areas, of any vessel anchored outside the anchorage areas, and of any vessel

which is so moored or anchored as to impede or obstruct vessel movements in any channel.

(501) (6) Nothing in this section shall be construed as relieving the owner or person in charge of any vessel from the penalties of the law for obstructing navigation or for obstructing or interfering with range lights, or for not complying with the navigation laws in regard to lights, fog signals, or for otherwise violating the law.

(502) §110.147 New London Harbor, Conn. (a) **The anchorage grounds**—(1) **Anchorage A.** In the Thames River east of Shaw Cove, bounded by lines connecting points which are the following bearings and distances from Monument, Groton (latitude 41°21'18"N., longitude 72°04'48"W.): 243°, 1,400 yards; 246°, 925 yards; 217°, 1,380 yards; and 235°, 1,450 yards.

(503) (2) **Anchorage B.** In the Thames River southward of New London, bounded by lines connecting points which are the following bearings and distances from New London Harbor Light (latitude 41°18'59"N., longitude 72°05'25"W.): 002°, 2,460 yards; 009°, 2,480 yards; 026°, 1,175 yards; and 008°, 1,075 yards.

(504) (3) **Anchorage C.** In the Thames River southward of New London Harbor, bounded by lines connecting a point bearing 100°, 450 yards from New London Harbor Light, a point bearing 270°, 575 yards from New London Ledge Light (latitude 41°18'21"N., longitude 72°04'41"W.), and a point bearing 270°, 1,450 yards from New London Ledge Light.

(505) (4) **Anchorage D.** In Long Island Sound approximately two miles west-southwest of New London Ledge Light, bounded by lines connecting points which are the following bearings and distances from New London Ledge Light; 246°, 2.6 miles; 247°, 2.1 miles; 233°, 2.1 miles; and 235°, 2.6 miles.

(506) (5) **Anchorage E.** The waters at the mouth of New London Harbor one mile southeast of New London Ledge Light beginning at latitude 41°17'26"N., longitude 72°04'21"W.;

(507) thence northeasterly to 41°17'38"N., 72°03'54"W.;

(508) thence southeasterly to 41°16'50"N., 72°03'16"W.;

(509) and thence southwesterly to 41°16'38"N., 72°03'43"W.;

(510) and thence northwesterly to the point of beginning.

(511) (6) **Anchorage F.** The waters off the mouth of New London Harbor two miles southeast of New London Ledge Light beginning at latitude 41°16'00"N., longitude 72°03'13"W.;

(512) thence westerly to 41°16'00"N., 72°03'38"W.;

(513) thence northerly to 41°16'35"N., 72°03'38"W.;

(514) thence easterly to 41°16'35"N., 72°03'13"W.;

(515) and thence southerly to the point of beginning.

(516) (b) **The regulations**—(1) **Anchorage A** is for barges and small vessels drawing less than 12 feet.

(517) (2) **Anchorage F** is reserved for the use of naval vessels and, except in cases of emergency, no other vessel may anchor in Anchorage F without permission from the Captain of the Port, New London, CT.

(518) (3) Except in emergencies, vessels shall not anchor in New London Harbor or the approaches thereto outside the anchorages defined in paragraph (a) of this section unless authorized to do so by the Captain of the Port.

(519) §110.148 Johnsons River at Bridgeport, Conn. (a) **The anchorage grounds.** In Johnsons River, beginning at

(520) point "A" 41°10'12.3"N., 73°09'50.2"W.;

(521) point "B" 41°10'12.3"N., 73°09'52.1"W.;

(522) point "C" 41°10'10.0"N., 73°09'54.9"W.;

(523) point "D" 41°10'05.0"N., 73°09'56.1"W.;

(524) point "E" 41°10'04.0"N., 73°09'55.9"W.;

(525) point "F" 41°10'05.0"N., 73°00'54.5"W.;

(526) point "G" 41°10'05.8"N., 73°09'54.5"W.;

thence to the point of beginning.

(527) (b) **The regulations.** The anchorage is for use by commercial and pleasure craft. Temporary floats or buoys for marking anchors or moorings will be allowed. The anchoring of vessels and placing of temporary anchors or mooring piles are under the jurisdiction of the local harbor master. Fixed mooring piles or stakes will not be allowed.

(528) §110.150 Block Island Sound N.Y. (a) **The anchorage ground.** A ¾-by 2-mile rectangular area approximately 3 miles east-northeast of Gardiners Island with the following coordinates:

(529) 41°06'12"N., 72°00'05"W.

(530) 41°07'40"N., 72°01'54"W.

(531) 41°08'12"N., 72°01'10"W.

(532) 41°06'46"N., 71°59'18"W.

(533) (b) **The regulations.** This anchorage ground is for use of U.S. Navy submarines. No vessel or person may approach or remain within 500 yards of a U.S. Navy submarine anchored in this anchorage ground.

(534) §110.155 Port of New York. (a) **Long Island Sound**—(1) **Anchorage No. 1.** Southwest of a line between Neptune Island and Glen Island ranging from Aunt Phebe Rock Light and tangent to the north edge of Glen Island; southwest of a line tangent to the northeast edge of Glen Island and Goose Island breakwater; southwest of a line bearing southeasterly from the southwest end of Goose Island breakwater and on range with the south gable of the Casino on the northeast end of Glen Island; west of a line ranging from the east edge of Goose Island breakwater to the west edge of the north end of Hart Island; west of Hart Island; and northwest of a line extending from Hart Island Light to Locust Point; excluding from this area, however, (i) the waters northeast of a line ranging 303° from the southwest end of Hart Island; northwest of a line ranging from the water tank at the north end of Davids Island 207°40' to the northwest end of City Island; and south of latitude 40°52'12"; and (ii) the waters west of Hunter Island; and south of a line ranging from the most southerly end of Glen Island tangent to the most northerly end of Hunter Island.

(535) (i) Boats shall not anchor in this area in buoyed channels.

(536) (ii) Boats shall be so anchored as to leave at all times an open, usable channel, at least 50 feet wide, west and south of Glen Island.

(537) **NOTE:** Special anchorage areas in this anchorage are described in §110.60.

(538) (2) **Anchorage No. 1-A.** Southwest of a line ranging from Duck Point, Echo Bay, through Bailey Rock Lighted Buoy 3 BR; northwest of a line ranging from Hicks Ledge Buoy 2H to Old Tom Head Rocks Buoy 4; and north of a line ranging from Old Tom Head Rocks Buoy 4 to the southernmost point of Davenport Neck.

(539) **NOTE:** The special anchorage area in this anchorage is described in §110.60(b-1).

(540) (3) **Anchorage No. 1-B.** West of a line ranging from the point on the southwest side of the entrance of Horseshoe Harbor, Larchmont, to Hicks Ledge Buoy 2H; north of a line ranging from Hicks Ledge Buoy 2H to Duck Point; and in Echo Bay north and west of the channel.

(541) **NOTE:** The special anchorage area in this anchorage is described in §110.60(b-1).

(542) (4) **Anchorage No. 2.** West of a line from Locust Point tangent to the northeasterly sea wall at Throgs Neck.

(543) **NOTE:** Special anchorage areas in this anchorage are described in §110.60.

(829) Except as otherwise required by this subpart, drawbridges shall open promptly and fully for the passage of vessels when a request to open is given in accordance with this subpart.

(830) **§117.7 General duties of drawbridge owners and tenders.**

(831) (a) Drawbridge owners and tenders shall operate the draw in accordance with the requirement in this part.

(832) (b) Except for drawbridges not required to open for the passage of vessels, owners of drawbridges shall ensure that:

(833) (1) The necessary drawtenders are provided for the safe and prompt opening of the draw;

(834) (2) The operating machinery of the draw is maintained in a serviceable condition; and

(835) (3) The draws are operated at sufficient intervals to assure their satisfactory operation.

(836) **§117.9 Delaying opening of a draw.**

(837) No person shall unreasonably delay the opening of a draw after the signals required by §117.15 have been given.

(838) **Note.**—Trains are usually controlled by the block method. That is, the track is divided into blocks or segments of a mile or more in length. When a train is in a block with a drawbridge, the draw may not be able to open until the train has passed out of the block and the yardmaster or other manager has “unlocked” the drawbridge controls. The maximum time permitted for delay is defined in Subpart B for each affected bridge. Land and water traffic should pass over or through the draw as soon as possible in order to prevent unnecessary delays in the opening and closure of the draw.

(839) **§117.11 Appurtenances unessential to navigation.**

(840) No vessel owner or operator shall signal a drawbridge to open for any nonstructural vessel appurtenance which is not essential to navigation or which is easily lowered.

(841) **§117.15 Signals.**

(842) (a) General. (1) The operator of each vessel requesting a drawbridge to open shall signal the drawtender and the drawtender shall acknowledge that signal. The signal shall be repeated until acknowledged in some manner by the drawtender before proceeding.

(843) (2) The signals used to request the opening of the draw and to acknowledge that request shall be sound signals, visual signals, or radiotelephone communications described in this subpart.

(844) (3) Any of the means of signaling described in this subpart sufficient to alert the bridge being signaled may be used.

(845) (b) Sound signals. (1) Sound signals shall be made by whistle, horn, megaphone, hailer, or other device capable of producing the described signals loud enough to be heard by the drawtender.

(846) (2) As used in this section, “prolonged blast” means a blast of four to six seconds duration and “short blast” means a blast of approximately one second duration.

(847) (3) The sound signal to request the opening of a draw is one prolonged blast followed by one short blast sounded not more than three seconds after the prolonged blast. For vessels required to be passed through a draw during a scheduled closure period, the sound signal to request the opening of the draw during that period is five short blasts sounded in rapid succession.

(848) (4) When the draw can be opened immediately, the sound signal to acknowledge a request to open the draw is one prolonged blast followed by one short blast sounded not more than 30 seconds after the requesting signal.

(849) (5) When the draw cannot be opened immediately, or is open and shall be closed promptly, the sound signal to

acknowledge a request to open the draw is five short blasts sounded in rapid succession not more than 30 seconds after the vessel's opening signal. The signal shall be repeated until acknowledged in some manner by the requesting vessel.

(850) (c) Visual signals. (1) The visual signal to request the opening of a draw is—

(851) (i) A white flag raised and lowered vertically; or

(852) (ii) A white, amber, or green light raised and lowered vertically.

(853) (2) When the draw can be opened immediately, the visual signal to acknowledge a request to open the draw, given not more than 30 seconds after the vessel's opening signal, is—

(854) (i) A white flag raised and lowered vertically;

(855) (ii) A white, amber, or green light raised and lowered vertically; or

(856) (iii) A fixed or flashing white, amber, or green light or lights.

(857) (3) When the draw cannot be opened immediately, or is open and must be closed promptly, the visual signal to acknowledge a request to open the draw is—

(858) (i) A red flag or red light swung back and forth horizontally in full sight of the vessel given not more than 30 seconds after the vessel's opening signal; or

(859) (ii) A fixed or flashing red light or lights given not more than 30 seconds after the vessel's opening signal.

(860) (4) The acknowledging signal when the draw cannot open immediately or is open and must be closed promptly shall be repeated until acknowledged in some manner by the requesting vessel.

(861) (d) Radiotelephone communications. (1) Radiotelephones may be used to communicate the same information provided by sound and visual signals.

(862) **NOTE:** Call signs and radio channels for drawbridges equipped with radiotelephones are included with the bridge descriptions in chapters 4 through 12.

(863) (2) The vessel and the drawtender shall monitor the frequency used until the vessel has cleared the draw.

(864) (3) When radiotelephone contact cannot be initiated or maintained, sound or visual signals under this section shall be used.

(865) **§117.17 Signalling for contiguous drawbridges.**

(866) When a vessel must pass two or more drawbridges close together, the opening signal is given for the first bridge. After acknowledgment from the first bridge that it will promptly open, the opening signal is given for the second bridge, and so on until all bridges that the vessel must pass have been given the opening signal and have acknowledged that they will open promptly.

(867) **§117.19 Signalling when two or more vessels are approaching a drawbridge.**

(868) When two or more vessels are approaching the same drawbridge at the same time, or nearly the same time, whether from the same or opposite directions, each vessel shall signal independently for the opening of the draw and the drawtender shall reply in turn to the signal of each vessel. The drawtender need not reply to signals by vessels accumulated at the bridge for passage during a scheduled open period.

(869) **§117.21 Signalling for an opened drawbridge.**

(870) When a vessel approaches a drawbridge with the draw in the open position, the vessel shall give the opening signal. If no acknowledgment is received within 30 seconds, the vessel may proceed, with caution, through the open draw.

(871) **§117.23 Installation of radiotelephones.**

(872) (a) When the District Commander deems it necessary for reasons of safety of navigation, the District Commander may require the installation and operation of a radiotelephone on or near a drawbridge.

(873) (b) The District Commander gives written notice of the proposed requirement to the bridge owner.

(874) (c) All comments the owner wishes to submit shall be submitted to the District Commander within 30 days of receipt of the notice under paragraph (b) of this section.

(875) (d) If, upon consideration of the comments received, the District Commander determines that a radiotelephone is necessary, the District Commander notifies the bridge owner that a radiotelephone shall be installed and gives a reasonable time, not to exceed six months, to install the radiotelephone and commence operation.

(876) **§117.24 Radiotelephone installation identification.**

(877) (a) The Coast Guard authorizes, and the District Commander may require the installation of a sign on drawbridges, on the upstream and downstream sides, indicating that the bridge is equipped with and operates a VHF radiotelephone in accordance with §117.23.

(878) (b) The sign shall give notice of the radiotelephone and its calling and working channels—

(879) (1) In plain language; or

(880) (2) By a sign consisting of the outline of a telephone handset with the long axis placed horizontally and a vertical three-legged lightning slash superimposed over the handset. The slash shall be as long vertically as the handset is wide horizontally and normally not less than 27 inches and no more than 36 inches long. The preferred calling channel should be shown in the lower left quadrant and the preferred working channel should be shown in the lower right quadrant.

(881) **§117.31 Closure of draw for emergency vehicles.**

(882) When a drawtender is informed by a reliable source that an emergency vehicle is due to cross the draw, the drawtender shall take all reasonable measures to have the draw closed at the time the emergency vehicle arrives at the bridge.

(883) **§117.33 Closure of draw for natural disasters or civil disorders.**

(884) Drawbridges need not open for the passage of vessels during periods of natural disasters or civil disorders declared by the appropriate authorities unless otherwise provided for in Subpart B or directed to do so by the District Commander.

(885) **§117.35 Operations during repair or maintenance.**

(886) (a) When operation of the draw must deviate from the regulations in this part for scheduled repair or maintenance work, the drawbridge owner shall request approval from the District Commander at least 30 days before the date of the intended change. The request shall include a brief description of the nature of the work to be performed and the times and dates of requested changes. The District Commander's decision is forwarded to the applicant within five working days of the receipt of the request. If the request is denied, the reasons for the denial are forwarded with the decision.

(887) (b) When the draw is rendered inoperative because of damage to the structure or when vital, unscheduled repair or maintenance work shall be performed without delay, the drawbridge owner shall immediately notify the District Commander and give the reasons why the draw is or should be rendered inoperative and the expected date of completion of the repair or maintenance work.

(888) (c) All repair or maintenance work under this section shall be performed with all due speed in order to return the draw to operation as soon as possible.

(889) (d) If the operation of the draw will be affected for periods of less than 60 days, the regulations in this part will not be amended. Where practicable, the District Commander publishes notice of temporary deviations from the regulations in this part in the Federal Register and Local Notices to Mariners. If operation of the draw is expected to be affected for more than 60 days, the District Commander publishes temporary regulations covering the repair period.

(890) **§117.37 Opening or closure of draw for public interest concerns.**

(891) (a) For reasons of public health or safety or for public functions, such as street parades and marine regattas, the District Commander may authorize the opening or closure of a drawbridge for a specified period of time.

(892) (b) Requests for opening or closure of a draw shall be submitted to the District Commander at least 30 days before the proposed opening or closure and include a brief description of the proposed event or other reason for the request, the reason why the opening or closure is required, and the times and dates of the period the draw is to remain open or closed.

(893) (c) Approval by the District Commander depends on the necessity for the opening or closure, the reasonableness of the times and dates, and the overall effect on navigation and users of the bridge.

(894) **§117.39 Closure of draw due to infrequent use.**

(895) Upon written request by the owner or operator of a drawbridge, the District Commander may, after notice in the Federal Register and opportunity for public comment, permit the draw to be closed and untended due to infrequency of use of the draw by vessels. The District Commander may condition approval on the continued maintenance of the operating machinery.

(896) **§117.41 Maintenance of draw in fully open position.**

(897) The draw may be maintained in the fully open position to permit the passage of vessels and drawtender service discontinued if the District Commander is notified in advance. The draw shall remain in the fully open position until drawtender service is restored or authorization under §117.39 is given for the draw to remain closed and untended.

(898) **§117.43 Changes in draw operation requirements for regulatory purposes.**

(899) In order to evaluate suggested changes to the drawbridge operation requirements, the District Commander may authorize temporary deviations from the regulations in this part for periods not to exceed 60 days. Notice of these deviations is disseminated in the Local Notices to Mariners and published in the Federal Register.

(900) **§117.45 Operation during winter in the Great Lakes area.**

(901) (a) The Commander, Ninth Coast Guard District, may determine that drawbridges located in the Ninth Coast Guard District need not open during the winter season when general navigation is curtailed, unless a request to open the draw is given at least 12 hours before the time of the intended passage.

(902) (b) Notice of these determinations is disseminated in Local Notices to Mariners and other appropriate media. Notices indicate—

(903) (1) The name and location of the bridge affected;

(904) (2) The period of time covered; and

(905) (3) The telephone number and address of the party to whom requests for openings are given.

(906) **§117.47 Clearance gages.**

(907) (a) Clearance gages are required for drawbridges across navigable waters of the United States discharging into the Atlantic Ocean south of Delaware Bay (including

and maintained according to the provisions of §118.160 of these regulations.

(1230) (3) Trains and locomotives shall be controlled so that any delay in opening the draw shall not exceed five minutes. However, if a train moving toward the bridge has crossed the home signal for the bridge before the signal requesting opening of the bridge is given, that train may continue across the bridge and must clear the bridge and must clear the bridge interlocks before stopping.

(1231) (4) Except as provided in paragraphs (b) through (e) of this section, each draw shall open on signal.

(1232) (b) The draws of the Long Island Railroad bridges, mile 1.1 across Dutch Kills, both at New York City shall open on signal if at least six hours notice is given to the Long Island Railroad Movement Bureau except as provided in paragraphs (a)(1) and (a)(3) of this section.

(1233) (c) The draw of the Borden Avenue bridge, mile 1.2 across Dutch Kills at New York City (NYC), shall open on signal if at least one hour advance notice is given to the drawtender at the Grand Street/Avenue bridge, mile 3.1 across Newton Creek (East Branch), the New York City Department of Transportation (NYCDOT) Radio Hotline, or NYCDOT Bridge Operations Office. In the event the drawtender is at the Roosevelt Island bridge, mile 6.4 across East River of the Hunters Point Avenue bridge, mile 1.4 across Dutch Kills, New York, up to an additional half hour delay may be required.

(1234) (d) The draw of the Hunters Point Avenue bridge, mile 1.4 across Dutch Kill, New York City, shall open on signal if at least one hour advance notice is given to the drawtender at the Grand Street/Avenue bridge, mile 3.1 across Newtown Creek (East Branch), the New York City Department of Transportation (NYCDOT) Radio Hotline or NYCDOT Bridge Operations Office. In the event the drawtender is at the Roosevelt Island bridge, mile 6.4 across East River, or the Borden Avenue bridge, mile 1.2 across Dutch Kills, up to an additional half hour may be required.

(1235) (e) The draw of Grand Street/Avenue bridge, mile 3.1 across Newtown Creek (East Branch), at New York City, shall open on signal unless the drawtender is at the Borden Avenue or Hunters Point Avenue Bridges, mile 1.2 and 1.4, respectively, across Dutch Kills, New York or the Roosevelt Island bridge, mile 6.4 across East River. In this event, a notice to New York City Department of Transportation Radio Hotline, or NYCDOT Bridge Operations Office shall be given, to which a delay of up to one hour may be required.

(1236) §117.805 Peekskill (Annsville) Creek.

(1237) The draw of the Conrail bridge, mile 0.0 at Peekskill, need not be opened for the passage of vessels.

(1238) §117.807 Richmond Creek.

(1239) The draw of the Richmond Avenue bridge, mile 2.0 at New York City, need not open for the passage of vessels.

(1240) §117.813 Wappinger Creek.

(1241) The draw of the Metro-North Commuter railroad bridge, mile 0.0 at New Hamburg, need not be opened for the passage of vessels. However, the draw shall be returned to operable condition within six months after notification by the District Commander to do so.

(1242) §117.815 Westchester Creek.

(1243) The draw of the Bruckner Boulevard bridge, mile 1.7, shall open on signal; except that, from 7 a.m. to 9 a.m. and 4 p.m. to 6 p.m. Monday through Friday, the draw need not be opened for the passage of vessels. Public vessels of the United States, state or local vessels used for public safety, or vessels in distress shall be passed without delay. The owners of the bridge shall provide and keep in good legible condition two board gages painted white with black figures not

less than nine inches high to indicate the vertical clearance under the closed draw at all stages of the tide. The gages shall be so placed on the bridge that they are plainly visible to operators of vessels approaching the bridge either up or downstream.

(1244) RHODE ISLAND

(1245) §117.907 Providence River.

(1246) The draw of the US1 (Point Street) bridge, mile 7.5 at Providence, need not be opened for the passage of vessels from 7 a.m. to 9 a.m. and 4 p.m. to 6 p.m. At all other times, the draw shall open on signal if at least 24 hours notice is given to the Director of Public Works, City Hall, Providence. Public vessels of the United States, state and local vessels used for public safety, loaded, self-propelled cargo vessels, and assisting tugs shall be passed as soon as possible.

(1247) Note.—Call signs and radio channels for drawbridges equipped with radiotelephones are included with the bridge descriptions in chapters 4 through 12.

Part 160—Ports and Waterways Safety-General

Subpart A—General:

(1248) § 160.1 Purpose.

(1249) Part 160 contains regulations implementing the Ports and Waterways Safety Act (33 U.S.C. 1221) and related statutes.

(1250) §160.3 Definitions.

(1251) (a) For the purposes of this part:

(1252) (1) “Commandant” means the Commandant of the United States Coast Guard.

(1253) (2) “District Commander” means the officer of the Coast Guard designated by the Commandant to command a Coast Guard District described in 33 CFR 3.

(1254) (3) “Captain of the Port” means the Coast Guard officer commanding a Captain of the Port zone described in 33 CFR 3.

(1255) (4) “Person” means an individual, firm, corporation, association, partnership, or governmental entity.

(1256) (5) “State” means each of the several States of the United States, the District of Columbia, the Commonwealth of Puerto Rico, Guam, American Samoa, the United States Virgin Islands, the Trust Territories of the Pacific Islands, the Commonwealth of the Northern Marianas Islands, and any other commonwealth, territory, or possession of the United States.

(1257) (6) “Vessel” means every description of watercraft or other artificial contrivance used, or capable of being used, as a means of transportation on water.

(1258) (7) “Vehicle” means every type of conveyance capable of being used as a means of transportation on land.

(1259) §160.5 Delegations.

(1260) (a) District Commanders and Captains of the Ports are delegated the authority to establish safety zones.

(1261) (b) Under the provisions of 33 CFR 6.04-1 and 6.04-6, District Commanders and Captains of the Ports have been delegated authority to establish security zones.

(1262) (c) Under the provisions of 33 CFR §1.05-1, District Commanders have been delegated authority to establish regulated navigation areas.

(1263) (d) Under the direction of the Captain of the Port Honolulu, the Commander, Marianas Section, may exercise the authority of a Captain of the Port within the waters surrounding Guam, and the Commonwealth of Marianas, all of which are in the Honolulu Captain of the Port Zone.

(1264) §160.7 Appeals.

(1265) (a) Any person directly affected by a safety zone or an order or direction issued under this subchapter (33 CFR

Subchapter P) may request reconsideration by the official who issued it or in whose name it was issued. This request may be made orally or in writing, and the decision of the official receiving the request may be rendered orally or in writing.

(1266) (b) Any person directly affected by the establishment of a safety zone or by an order or direction issued by, or on behalf of, a Captain of the Port may appeal to the District Commander through the Captain of the Port. The appeal must be in writing, except as allowed under paragraph (d) of this section, and shall contain complete supporting documentation and evidence which the appellant wishes to have considered. Upon receipt of the appeal, the District Commander may direct a representative to gather and submit documentation or other evidence which would be necessary or helpful to a resolution of the appeal. A copy of this documentation and evidence is made available to the appellant. The appellant is afforded five working days from the date of receipt to submit rebuttal materials. Following submission of all materials, the District Commander issues a ruling, in writing, on the appeal. Prior to issuing the ruling, the District Commander may, as a matter of discretion, allow oral presentation on the issues.

(1267) (c) Any person directly affected by the establishment of a safety zone or by an order or direction issued by a District Commander, or who receives an unfavorable ruling on an appeal taken under paragraph (b) of this section, may appeal through the District Commander to the Chief, Office of Marine Safety, Security and Environmental Protection, U.S. Coast Guard, Washington, D.C. 20593. The appeal must be in writing, except as allowed under paragraph (d) of this section. The District Commander forwards the appeal, all the documents and evidence which formed the record upon which the order or direction was issued or the ruling under paragraph (b) of this section was made, and any comments which might be relevant, to the Chief, Office of Marine Safety, Security and Environmental Protection. A copy of this documentation and evidence is made available to the appellant. The appellant is afforded five working days from the date of receipt to submit rebuttal materials to the Chief, Office of Marine Safety, Security and Environmental Protection. The decision of the Chief, Office of Marine Safety, Security and Environmental Protection is based upon the materials submitted, without oral argument or presentation. The decision of the Chief, Office of Marine Safety, Security and Environmental Protection is issued in writing and constitutes final agency action.

(1268) (d) If the delay in presenting a written appeal would have significant adverse impact on the appellant, the appeal under paragraphs (b) and (c) of this section may initially be presented orally. If an initial presentation of the appeal is made orally, the appellant must submit the appeal in writing within five days of the oral presentation to the Coast Guard official to whom the presentation was made. The written appeal must contain, at a minimum, the basis for the appeal and a summary of the material presented orally. If requested, the official to whom the appeal is directed may stay the effect of the action while the ruling is being appealed.

Subpart B—Control of Vessel and Facility Operations

(1269) §160.101 Purpose.

(1270) This subpart describes the authority exercised by District Commanders and Captains of the Ports to insure the safety of vessels and waterfront facilities, and the protection of the navigable waters and the resources therein. The controls described in this subpart are directed to specific situations and hazards.

(1271) §160.103 Applicability.

(1272) (a) This subpart applies to any—

(1273) (1) Vessel on the navigable waters of the United States, except as provided in paragraphs (b) and (c) of this section;

(1274) (2) Bridge or other structure on or in the navigable waters of the United States; and

(1275) (3) Land structure or shore area immediately adjacent to the navigable waters of the United States.

(1276) (b) This subpart does not apply to any vessel on the Saint Lawrence Seaway.

(1277) (c) Except pursuant to international treaty, convention, or agreement, to which the United States is a party, this subpart does not apply to any foreign vessel that is not destined for, or departing from, a port or place subject to the jurisdiction of the United States and that is in—

(1278) (1) Innocent passage through the territorial sea of the United States;

(1279) (2) Transit through the navigable waters of the United States which form a part of an international strait.

(1280) §160.105 Compliance with orders.

(1281) Each person who has notice of the terms of an order issued under this subpart must comply with that order.

(1282) §160.107 Denial of entry.

(1283) Each District Commander or Captain of the Port, subject to recognized principles of international law, may deny entry into the navigable waters of the United States or to any port or place under the jurisdiction of the United States, and within the district or zone of that District Commander or Captain of the Port, to any vessel not in compliance with the provisions of the Port and Tanker Safety Act (33 U.S.C. 1221-1232) or the regulations issued thereunder.

(1284) §160.109 Waterfront facility safety.

(1285) (a) To prevent damage to, or destruction of, any bridge or other structure on or in the navigable waters of the United States, or any land structure or shore area immediately adjacent to those waters, and to protect the navigable waters and the resources therein from harm resulting from vessel or structure damage, destruction, or loss, each District Commander or Captain of the Port may—

(1286) (1) Direct the handling, loading, unloading, storage, stowage, and movement (including the emergency removal, control, and disposition) of explosives or other dangerous articles and substances, including oil or hazardous material as those terms are defined in Section 4417a of the Revised Statutes, as amended, (46 U.S.C. 391a) on any structure on or in the navigable waters of the United States, or any land structure or shore area immediately adjacent to those waters; and

(1287) (2) Conduct examinations to assure compliance with the safety equipment requirements for structures.

(1288) §160.111 Special orders applying to vessel operations.

(1289) Each District Commander or Captain of the Port may order a vessel to operate or anchor in the manner directed when—

(1290) (a) The District Commander or Captain of the Port has reasonable cause to believe that the vessel is not in compliance with any regulation, law or treaty;

(1291) (b) The District Commander or Captain of the Port determines that the vessel does not satisfy the conditions for vessel operation and cargo transfers specified in §160.113; or

(1292) (c) The District Commander or Captain of the Port has determined that such order is justified in the interest of safety by reason of weather, visibility, sea conditions, temporary port congestion, other temporary hazardous circumstances, or the condition of the vessel.

(1293) §160.113 Prohibition of vessel operation and cargo transfers.

(1294) (a) Each District Commander or Captain of the Port may prohibit any vessel subject to the provisions of section 4417a of the Revised Statutes (46 U.S.C. 391a) from operating in the navigable waters of the United States, or from transferring cargo or residue in any port or place under the jurisdiction of the United States, and within the district or zone of that District Commander or Captain of the Port, if the District Commander or the Captain of the Port determines that the vessel's history of accidents, pollution incidents, or serious repair problems creates reason to believe that the vessel may be unsafe or pose a threat to the marine environment.

(1295) (b) The authority to issue orders prohibiting operation of the vessels or transfer of cargo or residue under paragraph (a) of this section also applies if the vessel:

- (1296) (1) Fails to comply with any applicable regulation;
- (1297) (2) Discharges oil or hazardous material in violation of any law or treaty of the United States;
- (1298) (3) Does not comply with applicable vessel traffic service requirements;

(1299) (4) While underway, does not have at least one licensed deck officer on the navigation bridge who is capable of communicating in the English language.

(1300) (c) When a vessel has been prohibited from operating in the navigable waters of the United States under paragraphs (a) or (b) of this section, the District Commander or Captain of the Port may allow provisional entry into the navigable waters of the United States, or into any port or place under the jurisdiction of the United States and within the district or zone of that District Commander or Captain of the Port, if the owner or operator of such vessel proves to the satisfaction of the District Commander or Captain of the Port, that the vessel is not unsafe or does not pose a threat to the marine environment, and that such entry is necessary for the safety of the vessel or the persons on board.

(1301) (d) A vessel which has been prohibited from operating in the navigable waters of the United States, or from transferring cargo or residue in a port or place under the jurisdiction of the United States under the provisions of paragraph (a) or (b)(1), (2) or (3) of this section, may be allowed provisional entry if the owner or operator proves, to the satisfaction of the District Commander or Captain of the Port that has jurisdiction, that the vessel is no longer unsafe or a threat to the environment, and that the condition which gave rise to the prohibition no longer exists.

(1302) **§160.115 Withholding of clearance.**

(1303) (a) Each District Commander or Captain of the Port may request the Secretary of the Treasury, or the authorized representative thereof, to withhold or revoke the clearance required by 46 U.S.C. 91 of any vessel, the owner or operator of which is subject to any penalties under 33 U.S.C. 1232.

Subpart C—Notifications of Arrivals, Departures, Hazardous Conditions, and Certain Dangerous Cargoes

(1304) **§160.201 Applicability and exceptions to applicability.**

(1305) (a) This subpart prescribes notification requirements for U.S. and foreign vessels bound for or departing from ports or places in the United States.

(1306) (b) This subpart does not apply to boats under the Federal Boat Safety Act of 1971 (46 U.S.C. 1451, et seq.) and, except §161.215, does not apply to passenger and supply vessels when they are employed in the exploration for or in the exploitation of oil, gas, or mineral resources on the continental shelf.

(1307) (c) Sections 160.207 and 160.209 do not apply to the following:

(1308) (1) Each vessel of less than 1,600 gross tons.

(1309) (2) Each vessel operating exclusively within a Captain of the Port zone.

(1310) (3) Each vessel operating upon a route that is described in a schedule that is submitted to the Captain of the Port for each port or place of destination listed in the schedule at least 24 hours in advance of the first date and time of arrival listed on the schedule and contains—

(1311) (i) Name, country of registry, and call sign or official number of the vessel;

(1312) (ii) Each port or place of destination; and

(1313) (iii) Dates and times of arrivals and departures at those ports or places.

(1314) (4) Each vessel arriving at a port or place under force majeure.

(1315) (5) Each vessel entering a port of call in the United States in compliance with the Automated Mutual Assistance Vessel Rescue System (AMVER).

(1316) (6) Each vessel entering a port of call in the United States in compliance with the U.S. Flag Merchant Vessel Locator Filing System (USMER).

(1317) (7) Each barge.

(1318) (8) Each public vessel.

(1319) (9) United States or Canadian flag vessels, except tank vessels or vessels carrying certain dangerous cargo, which operate solely on the Great Lakes.

(1320) (d) Sections 160.207, 160.211, and 160.213 apply to each vessel upon the waters of the Mississippi River between its mouth and mile 235, Lower Mississippi River, above Head of Passes. Sections 160.207, 160.211, and 160.213 do not apply to each vessel upon the waters of the Mississippi River between its sources and mile 235, above Head of Passes, and all the tributaries emptying thereinto and their tributaries, and that part of the Atchafalaya River above its junction with the Plaquemine-Morgan City alternate waterway, and the Red River of the North.

(1321) **§160.203 Definitions.**

(1322) As used in this subpart:

(1323) “Agent” means any person, partnership, firm, company or corporation engaged by the owner or charterer of a vessel to act in their behalf in matters concerning the vessel.

(1324) “Carried in bulk” means a commodity that is loaded or carried on board a vessel without containers or labels and received and handled without mark or count.

(1325) “Certain dangerous cargo” includes any of the following:

(1326) (a) Class A explosives, as defined in 46 CFR 146.20–7 and 49 CFR 173.53.

(1327) (b) Oxidizing materials or blasting agents for which a permit is required under 49 CFR 176.415.

(1328) (c) Highway route controlled quantity radioactive material, as defined in 49 CFR 173.403(1), or Fissile Class III shipments of fissile radioactive material, as defined in 49 CFR 173.455(a)(3).

(1329) (d) Each cargo under Table 1 of 46 CFR Part 153 when carried in bulk.

(1330) (e) Any of the following when carried in bulk:

(1331) Acetaldehyde

(1332) Ammonia, anhydrous

(1333) Butadiene

(1334) Butane

(1335) Butene

(1336) Butylene Oxide

(1337) Chlorine

(1338) Ethane

(1339) Ethylene

(1340) Ethylene Oxide

(1341) Methane

(1342) Methyl Acetylene, Propadiene Mixture, Stabilized
 (1343) Methyl Bromide
 (1344) Methyl Chloride

(1345) Phosphorous, elemental

(1346) Propane

(1347) Propylene

(1348) Sulfur Dioxide

(1349) Vinyl Chloride

(1350) "Great Lakes" means Lakes Superior, Michigan, Huron, Erie, and Ontario, their connecting and tributary waters, the Saint Lawrence River as far east as Saint Regis, and adjacent port areas.

(1351) "Hazardous condition" means any condition that could adversely affect the safety of any vessel, bridge, structure, or shore area or the environmental quality of any port, harbor, or navigable water of the United States. This condition could include but is not limited to, fire, explosion, grounding, leakage, damage, illness of a person on board, or a manning shortage.

(1352) "Port or place of departure" means any port or place in which a vessel is anchored or moored.

(1353) "Port or place of destination" means any port or place to which a vessel is bound to anchor or moor.

(1354) "Public vessel" means a vessel owned by and being used in the public service of the United States. This definition does not include a vessel owned by the United States and engaged in a trade or commercial service or a vessel under contract or charter to the United States.

(1355) **§160.205 Waivers.**

(1356) The Captain of the Port may waive, within that Captain of the Port's designated zone, any of the requirements of this subpart for any vessel or class of vessels upon finding that the vessel, route, area of operations, conditions of the voyage, or other circumstances are such that application of this subpart is unnecessary or impractical for purposes of safety, environmental protection, or national security.

(1357) **§160.207 Notice of arrival: vessels bound for ports or places in the United States.**

(1358) (a) The owner, master, agent or person in charge of a vessel on a voyage of 24 hours or more shall report under paragraph (c) of this section at least 24 hours before entering the port or place of destination.

(1359) (b) The owner, master, agent, or person in charge of a vessel on a voyage of less than 24 hours shall report under paragraph (c) of this section before departing the port or place of departure.

(1360) (c) The Captain of the Port of the port or place of destination in the United States must be notified of—

(1361) (1) The name and country of registry of the vessel;

(1362) (2) The name of the port or place of departure.

(1363) (3) The name of the port or place of destination; and

(1364) (4) The estimated time of arrival at the port or place.

(1365) If the estimated time of arrival changes by more than six hours from the latest reported time, the Captain of the Port must be notified of the correction as soon as the change is known.

(1366) **§160.209 Notice of arrival: vessels bound from the high seas for ports or places on the Great Lakes.**

(1367) In addition to complying with the requirement of §160.207, the owner, master, agent, or person in charge of a vessel bound from the high seas for any port or place of destination on the Great Lakes shall notify the Commander, Ninth Coast Guard District, at least 24 hours before arriving at the Snell Locks, Massena, New York of—

(1368) (a) The name and country of registry of the vessel; and

(1369) (b) The estimated time of arrival at the Snell Locks, Massena, New York.

(1370) **§160.211 Notice of arrival: vessels carrying certain dangerous cargo.**

(1371) (a) The owner, master, agent, or person in charge of a vessel, except a barge, bound for a port or place in the United States carrying certain dangerous cargo shall notify the Captain of the Port of the port or place of destination at least 24 hours before entering that port or place of—

(1372) (1) The name and country of registry of the vessel;

(1373) (2) The location of the vessel at the time of the report;

(1374) (3) The name of each certain dangerous cargo carried;

(1375) (4) The amount of each certain dangerous cargo carried;

(1376) (5) The stowage location of each certain dangerous cargo;

(1377) (6) The operational condition of the equipment under 33 CFR 164.35;

(1378) (7) The name of the port or place of destination; and

(1379) (8) The estimated time of arrival at that port or place. If the estimated time of arrival changes by more than six hours from the latest reported time, the Captain of the Port must be notified of the correction as soon as the change is known.

(1380) (b) The owner, master, agent or person in charge of a barge bound for a port or place in the United States carrying certain dangerous cargo shall report the information required in paragraph (a)(1) through (a)(8) of this section to the Captain of the Port of the port or place of destination at least 4 hours before entering that port or place.

(1381) **§160.213 Notice of departure; vessels carrying certain dangerous cargo.**

(1382) (a) The owner, master, agent, or person in charge of a vessel, except a barge, departing from a port or place in the United States for any other port or place and carrying certain dangerous cargo shall notify the Captain of the Port or place of departure at least 24 hours before departing, unless this notification was made within 2 hours after the vessel's arrival, of—

(1383) (1) The name and country of registry of the vessel;

(1384) (2) The name of each certain dangerous cargo carried;

(1385) (3) The amount of each certain dangerous cargo carried;

(1386) (4) The stowage location of each certain dangerous cargo carried;

(1387) (5) The operational condition of the equipment under 33 CFR 164.35;

(1388) (6) The name of the port or place of departure; and

(1389) (7) The estimated time of departure from the port or place.

(1390) If the estimated time of departure changes by more than six hours from the latest reported time, the Captain of the Port must be notified of the correction as soon as the change is known.

(1391) (b) The owner, master, agent, or person in charge of a barge departing from a port or place in the United States for any other port or place and carrying certain dangerous cargo shall report the information required in paragraph (a)(1) through (a)(7) of this section to the Captain of the Port of the port or place of departure at least 4 hours before departing, unless this report was made within 2 hours after the barge's arrival.

(1392) **§160.215 Notice of hazardous conditions.**

(1393) Whenever there is a hazardous condition on board a vessel, the owner, master, agent or person in charge shall immediately notify the Captain of the Port of the port or place of destination and the Captain of the Port of the port

or place in which the vessel is located of the hazardous condition.

(1394) **Part 161 - Vessel Traffic Management**

(1395) **New York Vessel Traffic Service**

(1396) **General rules**

(1397) **§161.501 Purpose and applicability.**

(1398) (a) Sections 161.501 through 161.580 of this part prescribe rules for vessel operation in the Vessel Traffic Service New York Area (VTSNY Area) to prevent collisions and groundings and to protect the navigable waters of the VTSNY Area from environmental harm resulting from collisions and groundings.

(1399) (b) The General Rules in §§ 161.501 through 161.505 and 161.507 through 161.510, and the Use of Designated Frequency Rule in §161.523 of this part apply to the operation of all vessels.

(1400) (c) The Requirement to Carry Regulations Rule in §161.506, the Communications Rules in §§ 161.520 through 161.522 and 161.524 through 161.532, the Vessel Movement Reporting Rules in §§ 161.536 through 161.542, and the Special Rules of §161.575 of this part apply only to the operation of -

(1401) (1) Power driven vessels of 300 gross tons and upward while navigating;

(1402) (2) Vessels of 100 gross tons and upward carrying one or more passengers for hire while navigating;

(1403) (3) Commercial vessels of 26 feet or more in length engaged in towing another vessel astern, alongside, or by pushing ahead; and

(1404) (4) Every dredge and floating plant.

(1405) (d) Geographic coordinates expressed in terms of latitude and longitude are not intended for plotting on maps or charts whose referenced horizontal datum is the North American Datum of 1983 (NAD 83), unless such geographic coordinates are expressly labeled NAD 83. Geographic coordinates without the NAD 83 reference may be plotted on maps or charts referenced to NAD 83 only after application of the appropriate corrections that are published on the particular map or charts used.

(1406) **§161.503 Definitions.**

(1407) As used in any section of this part:

(1408) Commercial Vessel means any vessel operating in return for payment or other type of compensation.

(1409) ETA means estimated time of arrival.

(1410) Floating Plant means any vessel, other than a vessel underway and making way, engaged in any construction, manufacturing, or exploration operation, and which may restrict the navigation of other vessels. Master means a licensed master or operator or, on vessels not requiring a licensed operator, the person directing the movement of the vessel.

(1411) Person includes an individual, firm, corporation, association, partnership, and governmental entity.

(1412) Vessel Movement Reporting System (VMRS) is a method for monitoring vessel progress based on position reports from the vessel rather than on electronic surveillance.

(1413) Vessel Traffic Center (VTC) means the shore based facility that operates the New York Vessel Traffic Service.

(1414) Vessel Traffic Service New York Area (VTSNY Area) means the area described in §161.580 of this part.

(1415) **§161.504 Vessel operation in the VTSNY Area.**

(1416) No person may cause or authorize the operation of a vessel in the VTSNY Area contrary to the rules in this part.

(1417) **§161.505 VTC directions.**

(1418) (a) During conditions of vessel congestion, adverse weather, reduced visibility, other hazardous circumstances, the VTC may issue directions to control and supervise traffic by specifying times when vessels may enter, move within or

through, or depart from ports, harbors or other waters in the VTSNY Area.

(1419) (b) The master or pilot of a vessel in the VTSNY Area shall comply with each direction issued to the vessel under this section.

(1420) **§161.506 Requirement to carry regulations.**

(1421) The master of a vessel shall ensure that a copy of the current edition of the Vessel Traffic Service New York regulations, Title 33, Code of Federal Regulations, §§161.501 through 161.580, is available on board the vessels at all times when it is navigating in the VTSNY Area.

(1422) Note.-The New York VTS Operating Manual includes the VTS regulations described above. Additional information for efficient operation in the VTS system is also included. The manual may be obtained free-of-charge from U.S. Coast Guard Marine Inspection Office, Battery Park Building, New York, NY 16004, and from Commanding Officer, U.S. Coast Guard Vessel Traffic Service, Governors Island, New York, NY 10004.

(1423) **§161.507 Laws and regulations not affected.**

(1424) Nothing in this part is intended to relieve any person from complying with any other applicable laws or regulations.

(1425) **§161.508 Authorization to deviate from these rules.**

(1426) (a) The Commander, First Coast Guard District may, upon written request, issue an authorization to deviate from any rule in this part if he or she finds that the proposed operation can be done safely. An application for an authorization to deviate from a rule must state the need for the deviation and describe the proposed operation.

(1427) (b) The VTC may, upon verbal request, issue an authorization to deviate from any rule in this part for the voyage on which a vessel is embarked or about to embark.

(1428) **§161.510 Emergencies.**

(1429) In an emergency, any master or pilot may deviate from any rule in this part to the extent necessary to avoid endangering persons, property, or the environment but shall report the deviation to the VTC as soon as possible.

(1430) **Communications Rules**

(1431) **§161.520 Radiotelephone listening watch.**

(1432) The master or pilot shall continuously monitor the VTS radiotelephone frequency when operating in the VTS Area, except when transmitting on that frequency.

(1433) **§161.522 Radiotelephone equipment.**

(1434) The master or pilot shall ensure all reports and communications required by this part are made from the navigational bridge of the vessel, or in the case of a dredge, at its main control station. Such reports and communications must be made to the VTC on designated frequencies using a radiotelephone that is in effective operating condition.

(1435) **§161.523 Use of designated frequencies.**

(1436) (a) In accordance with Federal Communications Commission regulations, no person may use the frequencies designated in this section to transmit any information other than information necessary for the safety of vessel traffic.

(1437) (b) All transmissions on the VTS frequencies shall be initiated on low power, if available; high power may only be used if low power communications are unsuccessful or in an emergency.

(1438) (c) The following frequencies must be used when communicating with the VTC:

(1439) (1) Primary frequencies: 156.550 MHz (channel 11), 156.600 MHz (channel 12), and 156.700 MHz (channel 14).

(1440) (2) Secondary frequency (to be used if communication is not possible on a primary frequency): 156.650 MHz (channel 13).

(1441) **§161.524 English language.**

- (1442) Each report required by this part must be made in the English language.
- (1443) **§161.526 Time.**
- (1444) Each report required by this part must specify time using:
- (1445) (a) The time zone in effect in the VTSNY Area and
- (1446) (b) The 24-hour clock system.
- (1447) **§161.528 Radiotelephone failure.**
- (1448) Whenever a vessel's radiotelephone equipment fails -
- (1449) (a) While underway in the VTSNY Area or is inoperative when entering the VTSNY Area- (1) Compliance with §§ 161.520 and 161.538 of this part is not required; and
- (1450) (2) Compliance with §§ 161.536, 161.537, and 161.542 of this part is not required unless those reports can be made by other means.
- (1451) (b) Before getting underway in the VTSNY Area, permission to get underway must be obtained from the VTC; and
- (1452) (c) The master shall restore the radiotelephone to operating condition as soon as possible.
- (1453) **§161.530 Report of radiotelephone failure.**
- (1454) Whenever the master or pilot of a vessel deviates from any rule in this part because of radiotelephone failure, the deviation and radiotelephone failure shall be reported to the VTC by the most expedient means available.
- (1455) **§161.532 Report of impairment to the operation of the vessel.**
- (1456) The master of a vessel in the VTSNY Area shall report to the VTC as soon as possible -
- (1457) (a) Any condition on the vessel that may impair its navigation, such as fire, malfunctioning propulsion machinery, malfunctioning steering equipment, or malfunctioning radar;
- (1458) (b) Whenever the vessel has difficulty controlling its tow; and
- (1459) (c) Any grounding, collision or allision with a fixed or floating object.
- (1460) **Note.**—In the VTSNY Area, the reports required in 33 CFR part 164 are to be made to the VTC instead.
- (1461) **Vessel Movement Reporting Rules**
- (1462) **§161.536 Initial report.**
- (1463) Fifteen minutes before a vessel enters or gets underway in the VTSNY Area, the master of the vessel shall report the following information to the VTC:
- (1464) (a) The type and name of the vessel.
- (1465) (b) The estimated time and point of entry in the VTSNY Area.
- (1466) (c) Destination and route in the VTSNY Area.
- (1467) (d) Deepest draft of the vessel.
- (1468) (e) Speed of advance of the vessel.
- (1469) (f) Whether or not any dangerous cargo listed in part 160, subpart C, of this chapter, is onboard the vessel or its tow.
- (1470) (g) Any impairment to the operation of the vessel as described in §161.532 (a) and (b) of this part.
- (1471) (h) Any planned maneuvers that may impede traffic.
- (1472) **§161.537 Follow-up reports.**
- (1473) When entering or beginning to navigate in the VTSNY Area, or if the vessel deviates from its route plan as reported in the initial report, the master of the vessel shall report the following information by radiotelephone to the VTC:
- (1474) (a) Vessel name.
- (1475) (b) Location of the vessel.
- (1476) (c) Any revision to the initial report required by §161.536 of this part.
- (1477) **§161.538 Movement reports.**

(1478) When the VMRS is in operation, or at other times when directed by the VTC, the master of a vessel passing a reporting point listed in §161.540 of this part shall report the following to the VTC by radiotelephone:

- (1479) (a) Vessel name.
- (1480) (b) Reporting point or location of the vessel.
- (1481) **§161.539 Invoking of the VMRS rules.**
- (1482) In the event of impairment of surveillance capability or when otherwise required for the safety of navigation, the Vessel Movement Reporting System (VMRS) may be invoked by the VTC.
- (1483) **§161.540 VMRS reporting points.**

No.	Position description	Geographic location
1.....	Verrazano-Narrows Bridge.	Upper New York Bay.
2.....	Brooklyn Bridge.....	East River.
3.....	Holland Tunnel Ventilator.	Hudson River.
4.....	Caven Point.....	Upper New York Bay.
5.....	Red Hook.....	Buttermilk Channel.
6.....	Constable Hook.....	Kill Van Kull.
7.....	Bayonne Bridge.....	Kill Van Kull.
8.....	AK Rail Bridge.....	Arthur Kill.
9.....	Lehigh Valley Draw Bridge.	Newark Bay.
10.....	Texaco Bayonne Facility.	Newark Bay.

(1484) **§161.542 Final report.**

(1485) When a vessel anchors in, moors in, or departs from the VTSNY Area, the master shall report the place of anchoring, mooring, or departing to the VTC.

(1486) **Special Rules**

(1487) **§161.575 Action during reduced visibility.**

(1488) When visibility is less than 2 nautical miles in the VTSNY Area, any vessel that is operating without radar shall notify the VTC immediately.

(1489) **Descriptions and Geographic Coordinates**

(1490) **§161.580 VTSNY Area.**

(1491) The VTSNY Area consists of the navigable waters of the United States bounded by the Verrazano-Narrows Bridge to the south, the Brooklyn Bridge to the east, and to the north, at a line drawn east-west from the Holland Tunnel ventilator shaft at latitude 40°43.7'N, longitude 74°01.6'W. The Kill Van Kull to the AK Rail Bridge and Newark Bay to the Lehigh Valley Draw Bridge are also included in the VTSNY Area.

Part 162—Inland Waterways Navigation Regulations

(1492) **§162.1 General.**

(1493) Geographic coordinates expressed in terms of latitude or longitude, or both, are not intended for plotting on maps or charts whose referenced horizontal datum is the North American Datum of 1983 (NAD 83), unless such geographic coordinates are expressly labeled NAD 83. Geographic coordinates without the NAD 83 reference may be plotted on maps or charts referenced to NAD 83 only after application of the appropriate corrections that are published on the particular map or chart being used.

(1494) **§162.15 Manhasset Bay, N.Y.; seaplane restricted area.** (a) The restricted area. An area in Manhasset Bay between the shore at Manorhaven on the north and the southerly limit line of the special anchorage area in Manhasset Bay, west area at Manorhaven (described in 33 CFR 110.60), on the south; its axis being a line bearing 166°50' true from latitude 40°50'17.337", longitude 73°43'03.877", which point is on the south side of Orchard Beach Boulevard at Manorhaven; and being 100 feet wide for a distance of 380 feet in a southerly direction from the south side

of Orchard Beach Boulevard, and thence flaring to a width of 300 feet at the southerly limit line.

(1495) (b) The regulations. (1) Vessels shall not anchor or moor within the restricted area.

(1496) (2) All vessels traversing the area shall pass directly through without unnecessary delay, and shall give seaplanes the right-of-way at all times.

(1497) **§162.20 Flushing Bay near La Guardia Airport, Flushing, N.Y.; restricted area.** (a) The area. An area in the main channel in Flushing Bay extending for a distance of 300 feet on either side of the extended center line of Runway No. 13-31 at La Guardia Airport.

(1498) (b) The regulations. (1) All vessels traversing in the area shall pass directly through without unnecessary delay.

(1499) (2) No vessels having a height of more than 35 feet with reference to the plane of mean high water shall enter or pass through the area whenever visibility is less than one mile.

(1500) **§162.25 Ambrose Channel, New York Harbor, N.Y.; navigation.** (a) The use of Ambrose Channel (formerly and before improvement called "East Channel") is hereby restricted to navigation by vessels under efficient control with their own motive power and not having barges or other vessels or floats in tow. Sailing vessels and vessels carrying tows are not permitted to use this channel except under permit as provided in paragraph (b) of this section.

(1501) (b) The Captain of the Port, New York may authorize vessels under tow to use Ambrose Channel in special cases when, in his judgement, the draft of such vessels or other conditions may render unsafe the use of other channels.

(1502) (c) Vessels permitted to use Ambrose Channel under paragraphs (a) and (b) of this section must proceed through the channel at a reasonable speed such as not to endanger other vessels and not to interfere with any work which may become necessary in maintaining, surveying, or buoying the channel; and they must not anchor in the channel except in cases of emergency, such as fog or accident, which would render progress unsafe or impossible.

(1503) (d) This section is not to be construed as prohibiting any necessary use of the channel by any Government boats while on Government duty, nor in emergencies by pilot boats whether steam or sail, nor by police boats.

(1504) (e) This section shall remain in force until modified or rescinded, and shall supplant all prior regulations governing the use of Ambrose Channel, which are hereby revoked.

Part 164—Navigation Safety Regulations (in part). For a complete description of this part see 33 CFR 164.

(1505) **§164.01 Applicability.**

(1506) (a) This part (except as specifically limited herein) applies to each self-propelled vessel of 1600 or more gross tons (except foreign vessels described in §164.02) when it is operating in the navigable waters of the United States except the St. Lawrence Seaway.

(1507) **§164.02 Applicability exception for foreign vessels.**

(1508) (a) This part (including §§164.38 and 164.39) does not apply to vessels that:

(1509) (1) Are not destined for, or departing from, a port or place subject to the jurisdiction of the United States; and

(1510) (2) Are in:

(1511) (i) Innocent passage through the territorial sea of the United States; or

(1512) (ii) Transit through navigable waters of the United States which form a part of an international strait.

(1513) **§164.03 Incorporation by reference.**

(1514) (a) Certain materials are incorporated by reference into this part with the approval of the Director of the Federal Register. The Office of the Federal Register publishes a table, "Material Approved for Incorporation by Reference," which appears in the Finding Aids section of this volume. In that table is found the date of the edition approved, citations to the particular sections of this part where the material is incorporated, addresses where the material is available, and the date of the approval by the Director of the Federal Register. To enforce any edition other than the one listed in the table, notice of the change must be published in the FEDERAL REGISTER and the material made available. All approved material is on file at the Office of the Federal Register, Washington, DC 20408 and at Room 4402, U.S. Coast Guard Headquarters, 2100 Second St. SW, Washington, DC.

(1515) (b) The materials approved for incorporation by reference in this part are: Radio Technical Commission For Marine Services (RTCM) Paper 12-78/DO-100 dated 12/20/77.

(1516) **§164.11 Navigation underway: General.**

(1517) The owner, master, or person in charge of each vessel underway shall ensure that:

(1518) (a) The wheelhouse is constantly manned by persons who—

(1519) (1) Direct and control the movement of the vessel; and

(1520) (2) Fix the vessel's position;

(1521) (b) Each person performing a duty described in paragraph (a) of this section is competent to perform that duty;

(1522) (c) The position of the vessel at each fix is plotted on a chart of the area and the person directing the movement of the vessel is informed of the vessel's position;

(1523) (d) Electronic and other navigational equipment, external fixed aids to navigation, geographic reference points, and hydrographic contours are used when fixing the vessel's position;

(1524) (e) Buoys alone are not used to fix the vessel's position;

(1525) **Note:** Buoys are aids to navigation placed in approximate positions to alert the mariner to hazards to navigation or to indicate the orientation of a channel. Buoys may not maintain an exact position because strong or varying currents, heavy seas, ice, and collisions with vessels can move or sink them or set them adrift. Although buoys may corroborate a position fixed by other means, buoys cannot be used to fix a position: however, if no other aids are available, buoys alone may be used to establish an estimated position.

(1526) (f) The danger of each closing visual or each closing radar contact is evaluated and the person directing the movement of the vessel knows the evaluation;

(1527) (g) Rudder orders are executed as given;

(1528) (h) Engine speed and direction orders are executed as given;

(1529) (i) Magnetic variation and deviation and gyrocompass errors are known and correctly applied by the person directing the movement of the vessel;

(1530) (j) A person whom he has determined is competent to steer the vessel is in the wheelhouse at all times (See also 46 U.S.C. 672, which requires an able seaman at the wheel on U.S. vessels of 100 gross tons or more in narrow or crowded waters or during low visibility.);

(1531) (k) If a pilot other than a member of the vessel's crew is employed, the pilot is informed of the draft, maneuvering characteristics, and peculiarities of the vessel and of any abnormal circumstances on the vessel that may affect its safe navigation.

(1532) (1) Current velocity and direction for the area to be transited are known by the person directing the movement of the vessel;

(1533) (m) Predicted set and drift are known by the person directing movement of the vessel;

(1534) (n) Tidal state for the area to be transited is known by the person directing movement of the vessel;

(1535) (o) The vessel's anchors are ready for letting go;

(1536) (p) The person directing the movement of the vessel sets the vessel's speed with consideration for—

(1537) (1) The prevailing visibility and weather conditions;

(1538) (2) The proximity of the vessel to fixed shore and marine structures;

(1539) (3) The tendency of the vessel underway to squat and suffer impairment of maneuverability when there is small underkeel clearance;

(1540) (4) The comparative proportions of the vessel and the channel;

(1541) (5) The density of marine traffic;

(1542) (6) The damage that might be caused by the vessel's wake;

(1543) (7) The strength and direction of the current; and

(1544) (8) Any local vessel speed limit;

(1545) (q) The tests required by §164.25 are made and recorded in the vessel's log; and

(1546) (r) The equipment required by this part is maintained in operable condition.

(1547) (s) Upon entering U.S. waters, the steering wheel or lever on the navigating bridge is operated to determine if the steering equipment is operating properly under manual control, unless the vessel has been steered under manual control from the navigating bridge within the preceding 2 hours, except when operating on the Great Lakes and their connecting and tributary waters.

(1548) (t) At least two of the steering gear power units on the vessel are in operation when such units are capable of simultaneous operation, except when operating on the Great Lakes and their connecting and tributary waters.

(1549) **§164.15 Navigation bridge visibility.**

(1550) (a) The arrangement of cargo, cargo gear, and trim of all vessels entering or departing from U.S. ports must be such that the field of vision from the navigation bridge conforms as closely as possible to the following requirements:

(1551) (1) From the conning position, the view of the sea surface must not be obscured by more than the lesser of two hip lengths or 500 meters (1640 feet) from dead ahead to 10 degrees on either side of the vessel. Within this arc of visibility any blind sector caused by cargo, cargo gear, or other permanent obstruction must not exceed 5 degrees.

(1552) (2) From the conning position, the horizontal field of vision must extend over an arc from at least 22.5 degrees abaft the beam on one side of the vessel, through dead ahead, to at least 22.5 degrees abaft the beam on the other side of the vessel. Blind sectors forward of the beam caused by cargo, cargo gear, or other permanent obstruction must not exceed 10 degrees each, nor total more than 20 degrees, including any blind sector within the arc of visibility described in paragraph (a)(1) of this section.

(1553) (3) From each bridge wing, the field of vision must extend over an arc from at least 45 degrees on the opposite bow, through dead ahead, to at least dead astern.

(1554) (4) From the main steering position, the field of vision must extend over an arc from dead ahead to at least 60 degrees on either side of the vessel.

(1555) (b) A clear view must be provided through at least two front windows at all times regardless of weather conditions.

(1556) **§164.19 Requirements for vessels at anchor.**

(1557) The master or person in charge of each vessel that is anchored shall ensure that—

(1558) (a) A proper anchor watch is maintained;

(1559) (b) Procedures are followed to detect a dragging anchor; and

(1560) (c) Whenever weather, tide, or current conditions are likely to cause the vessel's anchor to drag, action is taken to ensure the safety of the vessel, structures, and other vessels, such as being ready to veer chain, let go a second anchor, or get underway using the vessel's own propulsion or tug assistance.

(1561) **§164.25 Tests before entering or getting underway.**

(1562) (a) Except as provided in paragraphs (b) and (c) of this section no person may cause a vessel to enter into or get underway on the navigable waters of the United States unless no more than 12 hours before entering or getting underway, the following equipment has been tested:

(1563) (1) Primary and secondary steering gear. The test procedure includes a visual inspection of the steering gear and its connecting linkage, and where applicable, the operation of the following:

(1564) (i) Each remote steering gear control system.

(1565) (ii) Each steering position located on the navigating bridge.

(1566) (iii) The main steering gear from the alternative power supply, if installed.

(1567) (iv) Each rudder angle indicator in relation to the actual position of the rudder.

(1568) (v) Each remote steering gear control system power failure alarm.

(1569) (vi) Each remote steering gear power unit failure alarm.

(1570) (vii) The full movement of the rudder to the required capabilities of the steering gear.

(1571) (2) All internal vessel control communications and vessel control alarms.

(1572) (3) Standby or emergency generator, for as long as necessary to show proper functioning, including steady state temperature and pressure readings.

(1573) (4) Storage batteries for emergency lighting and power systems in vessel control and propulsion machinery spaces.

(1574) (5) Main propulsion machinery, ahead and astern.

(1575) (b) Vessels navigating on the Great Lakes and their connecting and tributary waters, having once completed the test requirements of this sub-part, are considered to remain in compliance until arriving at the next port of call on the Great Lakes.

(1576) (c) Vessels entering the Great Lakes from the St. Lawrence Seaway are considered to be in compliance with this sub-part if the required tests are conducted preparatory to or during the passage of the St. Lawrence Seaway or within one hour of passing Wolfe Island.

(1577) (d) No vessel may enter, or be operated on the navigable waters of the United States unless the emergency steering drill described below has been conducted within 48 hours prior to entry and logged in the vessel logbook, unless the drill is conducted and logged on a regular basis at least once every three months. This drill must include at a minimum the following:

(1578) (1) Operation of the main steering gear from within the steering gear compartment.

(1579) (2) Operation of the means of communications between the navigating bridge and the steering compartment.

(1580) (3) Operation of the alternative power supply for the steering gear if the vessel is so equipped.

(1581) **§164.30 Charts, publications, and equipment: General.**

(1582) No person may operate or cause the operation of a vessel unless the vessel has the marine charts, publications, and equipment as required by §§164.33 through 164.41 of this part.

(1583) **§164.33 Charts and publications.**

(1584) (a) Each vessel must have the following:

(1585) (1) Marine charts of the area to be transited, published by the National Ocean Service, U.S. Army Corps of Engineers, or a river authority that—

(1586) (i) Are of a large enough scale and have enough detail to make safe navigation of the area possible; and

(1587) (ii) Are currently corrected.

(1588) (2) For the area to be transited, a currently corrected copy of, or applicable currently corrected extract from, each of the following publications:

(1589) (i) U.S. Coast Pilot.

(1590) (ii) Coast Guard Light List.

(1591) (3) For the area to be transited, the current edition of, or applicable current extract from:

(1592) (i) Tide tables published by the National Ocean Service.

(1593) (ii) Tidal current tables published by the National Ocean Service, or river current publication issued by the U.S. Army Corps of Engineers, or a river authority.

(1594) (b) As an alternative to the requirements for paragraph (a) of this section, a marine chart or publication, or applicable extract, published by a foreign government may be substituted for a U.S. chart and publication required by this section. The chart must be of large enough scale and have enough detail to make safe navigation of the area possible, and must be currently corrected. The publication, or applicable extract, must singly or in combination contain similar information to the U.S. Government publication to make safe navigation of the area possible. The publication, or applicable extract must be currently corrected, with the exceptions of tide and tidal current tables, which must be the current editions.

(1595) (c) As used in this section, “currently corrected” means corrected with changes contained in all Notices to Mariners published by Defense Mapping Agency Hydrographic/Topographic Center, or an equivalent foreign government publication, reasonably available to the vessel, and that is applicable to the vessel’s transit.

(1596) **§164.35 Equipment: All vessels.**

(1597) Each vessel must have the following:

(1598) (a) A marine radar system for surface navigation.

(1599) (b) An illuminated magnetic steering compass, mounted in a binnacle, that can be read at the vessel’s main steering stand.

(1600) (c) A current magnetic compass deviation table or graph or compass comparison record for the steering compass, in the wheelhouse.

(1601) (d) A gyrocompass.

(1602) (e) An illuminated repeater for the gyrocompass required by paragraph (d) of this section that is at the main steering stand, unless that gyrocompass is illuminated and is at the main steering stand.

(1603) (f) An illuminated rudder angle indicator in the wheelhouse.

(1604) (g) The following maneuvering information prominently displayed on a fact sheet in the wheelhouse:

(1605) (1) A turning circle diagram to port and starboard that shows the time and distance and advance and transfer required to alter course 90 degrees with maximum rudder angle and constant power settings, for either full and half speeds, or for full and slow speeds. For vessels whose turning circles are essentially the same for both directions, a diagram showing a turning circle in one direction, with a note

on the diagram stating that turns to port and starboard are essentially the same, may be substituted.

(1606) (2) The time and distance to stop the vessel from either full and half speeds, or from full and slow speeds, while maintaining approximately the initial heading with minimum application of rudder.

(1607) (3) For each vessel with a fixed propeller, a table of shaft revolutions per minute for a representative range of speeds.

(1608) (4) For each vessel with a controllable pitch propeller, a table of control settings for a representative range of speeds.

(1609) (5) For each vessel that is fitted with an auxiliary device to assist in maneuvering, such as a bow thruster, a table of vessel speeds at which the auxiliary device is effective in maneuvering the vessel.

(1610) (6) The maneuvering information for the normal load and normal ballast condition for—

(1611) (i) Calm weather-wind 10 knots or less, calm sea;

(1612) (ii) No current;

(1613) (iii) Deep water conditions—water depth twice the vessel’s draft or greater; and

(1614) (iv) Clean hull.

(1615) (7) At the bottom of the fact sheet, the following statement;

(1616) **Warning.**

(1617) The response of the (name of the vessel) may be different from that listed above if any of the following conditions, upon which the maneuvering information is based, are varied:

(1618) (1) Calm weather-wind 10 knots or less, calm sea;

(1619) (2) No current;

(1620) (3) Water depth twice the vessel’s draft or greater;

(1621) (4) Clean hull; and

(1622) (5) Intermediate drafts or unusual trim.

(1623) (h) An echo depth sounding device.

(1624) (i) A device that can continuously record the depth readings of the vessel’s echo depth sounding device, except when operating on the Great Lakes and their connecting and tributary waters.

(1625) (j) Equipment on the bridge for plotting relative motion.

(1626) (k) Simple operating instructions with a block diagram, showing the changeover procedures for remote steering gear control systems and steering gear power units, permanently displayed on the navigating bridge and in the steering gear compartment.

(1627) (1) An indicator readable from the centerline conning position showing the rate of revolution of each propeller, except when operating on the Great Lakes and their connecting and tributary waters.

(1628) (m) If fitted with controllable pitch propellers, an indicator readable from the centerline conning position showing the pitch and operational mode of such propellers, except when operating on the Great Lakes and their connecting and tributary waters.

(1629) (n) If fitted with lateral thrust propellers, an indicator readable from the centerline conning position showing the direction and amount of thrust of such propellers, except when operating on the Great Lakes and their connecting and tributary waters.

(1630) **§164.37 Equipment: Vessels of 10,000 gross tons or more.**

(1631) (a) Each vessel of 10,000 gross tons or more must have, in addition to the radar system under §164.35(a), a second marine radar system that operates independently of the first.

(1632) **Note:** Independent operation means two completely separate systems, from separate branch power supply circuits or distribution panels to antennas, so that failure of any component of one system will not render the other system inoperative.

(1633) (b) On each tanker of 10,000 gross tons or more that is subject to Section 5 of the Port and Tanker Safety Act of 1978 (46 U.S.C. 391a), the dual radar system required by this part must have a short range capability and a long range capability and each radar must have true north features consisting of a display that is stabilized in azimuth.

(1634) **§164.38 Automatic radar plotting aids (ARPA).** (See 33 CFR 164.)

(1635) **§164.39 Steering gear: Tankers.** (See 33 CFR 164.)

(1636) **§164.40 Devices to indicate speed and distance.**

(1637) (a) Each vessel required to be fitted with an Automatic Radar Plotting Aid (ARPA) under §164.38 must be fitted with a device to indicate speed and distance of the vessel either through the water, or over the ground. Vessels constructed prior to September 1, 1984, must have this equipment according to the following schedule:

(1638) (1) Each tank vessel constructed before September 1, 1984, operating on the navigable waters of the United States-

(1639) (i) If of 40,000 gross tons or more, by January 1, 1985;

(1640) (ii) If of 10,000 gross tons or more but less than 40,000 gross tons, by January 1, 1986.

(1641) (2) Each self-propelled vessel constructed before September 1, 1984, that is not a tank vessel, operating on the navigable waters of the United States-

(1642) (i) If of 40,000 gross tons or more, by September 1, 1986;

(1643) (ii) If of 20,000 gross tons or more, but less than 40,000 gross tons, by September 1, 1987;

(1644) (iii) If of 15,000 gross tons or more, but less than 20,000 gross tons, by September 1, 1988.

(1645) (b) The device must meet the following specifications:

(1646) (1) The display must be easily readable on the bridge by day or night.

(1647) (2) Errors in the indicated speed, when the vessel is operating free from shallow water effect, and from the effects of wind, current, and tide, should not exceed 5 percent of the speed of the vessel, or 0.5 knot, whichever is greater.

(1648) (3) Errors in the indicated distance run, when the vessel is operating free from shallow water effect, and from the effects of wind, current, and tide, should not exceed 5 percent of the distance run of the vessel in one hour or 0.5 nautical mile in each hour, whichever is greater.

(1649) **§164.41 Electronic position fixing devices.**

(1650) (a) Each vessel calling at a port in the continental United States, including Alaska south of Cape Prince of Wales, except each vessel owned or bareboat chartered and operated by the United States, or by a state or its political subdivision, or by a foreign nation, and not engaged in commerce, must have one of the following:

(1651) (1) A Type I or II LORAN C receiver as defined in Section 1.2(e), meeting Part 2 (Minimum Performance Standards) of the Radio Technical Commission for Marine Services (RTCM) Paper 12-78/D0-100 dated December 20, 1977, entitled "Minimum Performance Standards (MPS) Marine Loran-C Receiving Equipment". Each receiver installed on or after June 1, 1982, must have a label with the information required under paragraph (b) of this section. If the receiver is installed before June 1, 1982, the receiver must have the label with the information required under paragraph (b) by June 1, 1985.

(1652) (2) A satellite navigation receiver with:

(1653) (i) Automatic acquisition of satellite signals after initial operator settings have been entered; and

(1654) (ii) Position updates derived from satellite information during each usable satellite pass.

(1655) (3) A system that is found by the Commandant to meet the intent of the statements of availability, coverage, and accuracy for the U.S. Coastal Confluence Zone (CCZ) contained in the U.S. "Federal Radionavigation Plan" (Report No. DOD-NO 4650.4-P, I or No. DOT-TSC-RSPA-80-16, I). A person desiring a finding by the Commandant under this subparagraph must submit a written application describing the device to the Office of Navigation Safety and Waterway Services, 2100 Second Street, SW., Washington, DC 20593-0001. After reviewing the application, the Commandant may request additional information to establish whether or not the device meets the intent of the Federal Radionavigation Plan.

(1656) **Note.**-The Federal Radionavigation Plan is available from the National Technical Information Service, Springfield, Va. 22161, with the following Government Accession Numbers:

(1657) Vol 1, ADA 116468

(1658) Vol 2, ADA 116469

(1659) Vol 3, ADA 116470

(1660) Vol 4, ADA 116471

(1661) (b) Each label required under paragraph (a)(1) of this section must show the following:

(1662) (1) The name and address of the manufacturer.

(1663) (2) The following statement by the manufacturer:

(1664) This receiver was designed and manufactured to meet Part 2 (Minimum Performance Standards) of the RTCM MPS for Marine Loran-C Receiving Equipment.

(1665) **§164.42 Rate of turn indicator.**

(1666) Each vessel of 100,000 gross tons or more constructed on or after September 1, 1984, shall be fitted with a rate of turn indicator.

(1667) **§164.51 Deviations from rules: Emergency.**

(1668) Except for the requirements of §164.53(b), in an emergency, any person may deviate from any rule in this part to the extent necessary to avoid endangering persons, property, or the environment.

(1669) **§164.53 Deviations from rules and reporting: Non-operating equipment.**

(1670) (a) If during a voyage any equipment required by this part stops operating properly, the person directing the movement of the vessel may continue to the next port of call, subject to the directions of the District Commander or the Captain of the Port, as provided by 33 CFR 160.

(1671) (b) If the vessel's radar, radio navigation receivers, gyrocompass, echo depth sounding device, or primary steering gear stops operating properly, the person directing the movement of the vessel must report or cause to be reported that it is not operating properly to the nearest Captain of the Port, District Commander, or, if participating in a Vessel Traffic Service, to the Vessel Traffic Center, as soon as possible.

(1672) **§164.55 Deviations from rules: Continuing operation or period of time.**

(1673) The Captain of the Port, upon written application, may authorize a deviation from any rule in this part if he determines that the deviation does not impair the safe navigation of the vessel under anticipated conditions and will not result in a violation of the rules for preventing collisions at sea. The authorization may be issued for vessels operating in the waters under the jurisdiction of the Captain of the Port for any continuing operation or period of time the Captain of the Port specifies.

(1674) **§164.61 Marine casualty reporting and record retention.**

(1675) When a vessel is involved in a marine casualty as defined in 46 CFR 4.03-1, the master or person in charge of the vessel shall—

(1676) (a) Ensure compliance with 46 CFR 4.05, “Notice of Marine Casualty and Voyage Records,” and

(1677) (b) Ensure that the voyage records required by 46 CFR 4.05-15 are retained for—

(1678) (1) 30 days after the casualty if the vessel remains in the navigable waters of the United States; or

(1679) (2) 30 days after the return of the vessel to a United States port if the vessel departs the navigable waters of the United States within 30 days after the marine casualty.

Part 165—Regulated Navigation Areas and Limited Access Areas

Subpart A—General

(1680) **§165.1 Purpose of part.**

(1681) The purpose of this part is to—

(1682) (a) Prescribe procedures for establishing different types of limited or controlled access areas and regulated navigation areas;

(1683) (b) Prescribe general regulations for different types of limited or controlled access areas and regulated navigation areas;

(1684) (c) Prescribe specific requirements for established areas; and

(1685) (d) List specific areas and their boundaries.

(1686) **§165.5 Establishment procedures.**

(1687) (a) A safety zone, security zone, or regulated navigation area may be established on the initiative of any authorized Coast Guard official.

(1688) (b) Any person may request that a safety zone, security zone, or regulated navigation area be established. Except as provided in paragraph (c) of this section, each request must be submitted in writing to either the Captain of the Port or District Commander having jurisdiction over the location as described in 33 CFR 3, and including the following:

(1689) (1) The name of the person submitting the request;

(1690) (2) The location and boundaries of the safety zone, security zone, or regulated navigation area;

(1691) (3) The date, time, and duration that the safety zone, security zone, or regulated navigation area should be established;

(1692) (4) A description of the activities planned for the safety zone, security zone, or regulated navigation area;

(1693) (5) The nature of the restrictions or conditions desired; and

(1694) (6) The reason why the safety zone, security zone, or regulated navigation area is necessary.

(1695) (Requests for safety zones, security zones, and regulated navigation areas are approved by the Office of Management and Budget under control numbers 2115-0076, 2115-0219, and 2115-0087.)

(1696) (c) Safety Zones and Security Zones. If, for good cause, the request for a safety zone or security zone is made less than 5 working days before the zone is to be established, the request may be made orally, but it must be followed by a written request within 24 hours.

(1697) **§165.7 Notification.**

(1698) (a) The establishment of these limited access areas and regulated navigation areas is considered rulemaking. The procedures used to notify persons of the establishment of these areas vary depending upon the circumstances and emergency conditions. Notification may be made by marine

broadcasts, local notice to mariners, local news media, distribution in leaflet form, and on-scene oral notice, as well as publication in the Federal Register.

(1699) (b) Notification normally contains the physical boundaries of the area, the reasons for the rule, its estimated duration, and the method of obtaining authorization to enter the area, if applicable, and special navigational rules, if applicable.

(1700) (c) Notification of the termination of the rule is usually made in the same form as the notification of its establishment.

(1701) **§165.8 Geographic coordinates.**

(1702) Geographic coordinates expressed in terms of latitude or longitude, or both, are not intended for plotting on maps or charts whose referenced horizontal datum is the North American Datum of 1983 (NAD 83), unless such geographic coordinates are expressly labeled NAD 83. Geographic coordinates without the NAD 83 reference may be plotted on maps or charts referenced to NAD 83 only after application of the appropriate corrections that are published on the particular map or chart being used.

Subpart B—Regulated Navigation Areas

(1703) **§165.10 Regulated navigation area.**

(1704) A regulated navigation area is a water area within a defined boundary for which regulations for vessels navigating within the area have been established under this part.

(1705) **§165.11 Vessel operating requirements (regulations).**

(1706) Each District Commander may control vessel traffic in an area which is determined to have hazardous conditions, by issuing regulations—

(1707) (a) Specifying times of vessel entry, movement, or departure to, from, within, or through ports, harbors, or other waters;

(1708) (b) Establishing vessel size, speed, draft limitations, and operating conditions; and

(1709) (c) Restricting vessel operation, in a hazardous area or under hazardous conditions, to vessels which have particular operating characteristics or capabilities which are considered necessary for safe operation under the circumstances.

(1710) **§165.13 General regulations.**

(1711) (a) The master of a vessel in a regulated navigation area shall operate the vessel in accordance with the regulations contained in Subpart F.

(1712) (b) No person may cause or authorize the operation of a vessel in a regulated navigation area contrary to the regulations in this Part.

Subpart C—Safety Zones

(1713) **§165.20 Safety zones.**

(1714) A Safety Zone is a water area, shore area, or water and shore area to which, for safety or environmental purposes, access is limited to authorized persons, vehicles, or vessels. It may be stationary and described by fixed limits or it may be described as a zone around a vessel in motion.

(1715) **§165.23 General regulations.**

(1716) Unless otherwise provided in this part—

(1717) (a) No person may enter a safety zone unless authorized by the COTP or the District Commander;

(1718) (b) No person may bring or cause to be brought into a safety zone any vehicle, vessel, or object unless authorized by the COTP or the District Commander;

(1719) (c) No person may remain in a safety zone or allow any vehicle, vessel, or object to remain in a safety zone unless authorized by the COTP or the District Commander; and

(1720) (d) Each person in a safety zone who has notice of a lawful order or direction shall obey the order or direction of the COTP or District Commander issued to carry out the purposes of this subpart.

Subpart D—Security Zones

(1721) **§165.30 Security zones.**

(1722) (a) A security zone is an area of land, water, or land and water which is so designated by the Captain of the Port or District Commander for such time as is necessary to prevent damage or injury to any vessel or waterfront facility, to safeguard ports, harbors, territories, or waters of the United States or to secure the observance of the rights and obligations of the United States.

(1723) (b) The purpose of a security zone is to safeguard from destruction, loss, or injury from sabotage or other subversive acts, accidents, or other causes of a similar nature—

(1724) (1) Vessels,

(1725) (2) Harbors,

(1726) (3) Ports and

(1727) (4) Waterfront facilities— in the United States and all territory and water, continental or insular, that is subject to the jurisdiction of the United States.

(1728) **§165.33 General regulations.**

(1729) Unless otherwise provided in the special regulations in Subpart F of this part—

(1730) (a) No person or vessel may enter or remain in a security zone without the permission of the Captain of the Port;

(1731) (b) Each person and vessel in a security zone shall obey any direction or order of the Captain of the Port;

(1732) (c) The Captain of the Port may take possession and control of any vessel in the security zone;

(1733) (d) The Captain of the Port may remove any person, vessel, article, or thing from a security zone;

(1734) (e) No person may board, or take or place any article or thing on board, any vessel in a security zone without the permission of the Captain of the Port; and

(1735) (f) No person may take or place any article or thing upon any waterfront facility in a security zone without the permission of the Captain of the Port.

Subpart E—Restricted Waterfront Areas

(1736) **§165.40 Restricted Waterfront Areas.**

(1737) The Commandant, may direct the COTP to prevent access to waterfront facilities, and port and harbor areas, including vessels and harbor craft therein. This section may apply to persons who do not possess the credentials outlined in 33 CFR 125.09 when certain shipping activities are conducted that are outlined in 33 CFR 125.15.

Subpart F—Specific Regulated Navigation Areas and Limited Access Areas

(1738) **§165.121 Safety Zone Rhode Island Sound, Narragansett Bay, Providence River.**

(1739) (a) Location. The following areas are established as safety zones:

(1740) (1) For Liquefied Petroleum Gas (LPG) vessels while at anchor in the waters of Rhode Island Sound; in position 41°25'N., 71°23'W., a Safety Zone with a radius of one-half mile around the LPG vessel.

(1741) (2) For Liquefied Petroleum Gas (LPG) vessels while transiting Narragansett Bay and the Providence River; a moving Safety Zone from a distance of two (2) miles ahead to one (1) mile astern to the limits of the navigable channel around the LPG vessel.

(1742) (3) For Liquefied Petroleum Gas (LPG) vessels while moored at the LPG facility, Port of Providence; a

Safety Zone within 50 feet around the vessel. No vessel shall moor within 400 feet from the LPG vessel. All vessels transiting the area are to proceed with caution to minimize the effects of wake around the LPG vessel.

(1743) (4) For Liquefied Petroleum Gas (LPG) vessels while moored with manifolds connected at the LPG Facility, Port of Providence; a Safety Zone within a 100 foot radius around the shoreside manifold while connected. This is in addition to the requirements for LPG vessels while moored at the LPG Facility, Port of Providence.

(1744) (b) The Captain of the Port Providence will notify the maritime community of periods during which this safety zone will be in effect by providing advance notice of scheduled arrivals and departures of LPG vessels via Marine Safety Information Radio Broadcast on VHF Marine Band Radio, Channel 22 (157.1 MHz).

(1745) (c) Regulations. The general regulations governing safety zones contained in §165.23 apply.

(1746) **§165.130 Sandy Hook Bay, New Jersey-security zone.**

(1747) (a) Naval Ammunition Depot Piers.—The waters within the following boundaries are a security zone-A line beginning on the shore at

(1748) 40°25'57"N., 74°04'32"W.; then to

(1749) 40°27'52.5"N., 74°03'14.5"W.; then to

(1750) 40°27'28.3"N., 74°02'12.4"W.; then to

(1751) 40°26'29.2"N., 74°02'53"W.; then to

(1752) 40°26'31.1"N., 74°02'57.2"W.; then to

(1753) 40°25'27.3"N., 74°03'41"W.; then along the shoreline to the beginning point.

(1754) (b) Terminal Channel. The waters within the following boundaries are a security zone-A line beginning at

(1755) 40°27'41.2"N., 74°02'46"W.; then to

(1756) 40°28'27"N., 74°02'17.2"W.; then to

(1757) 40°28'21.1"N., 74°02'00"W.; then to

(1758) 40°28'07.8"N., 74°02'22"W.; then to

(1759) 40°27'39.8"N., 74°02'41.4"W.; then to the beginning.

(1760) (c) The following rules apply to the security zone established in paragraph (b) of this section (Terminal Channel) instead of the rule in §165.33(a)

(1761) (1) No vessel shall anchor, stop, remain or drift without power at any time in the security zone.

(1762) (2) No vessel shall enter, cross, or otherwise navigate in the security zone when a public vessel, or any other vessel, that cannot safely navigate outside the Terminal Channel, is approaching or leaving the Naval Ammunition Depot Piers at Leonardo, New Jersey.

(1763) (3) Vessels may enter or cross the security zone, except as provided in paragraph (c)(2) of this section.

(1764) (4) No person may swim in the security zone.

(1765) **§165.140 New London Harbor, Connecticut-security zone.**

(1766) (a) Security zones—

(1767) (1) Security Zone A. The waters of the Thames River off State Pier enclosed by a line beginning at the mid-point of the southeast face of State Pier; then to

(1768) 41°21'24"N., 72°05'21.2"W.; then to

(1769) 41°21'26.2"N., 72°05'19.3"W.; then to

(1770) 41°21'34"N., 72°05'18.1"W.; then extending north-west through buoy C15 to the shoreline at

(1771) 41°21'43.5"N., 72°05'23"W.; then along the shoreline and pier to the point of beginning.

(1772) (2) Security Zone B. The waters of the Thames River west of the Electric Boat Division Shipyard enclosed by a line beginning at a point on the shoreline at

(1773) 41°20'22.1"N., 72°04'52.8"W.; then west to

(1774) 41°20'28.7"N., 72°05'03.5"W.; then to

(1775) 41°20'53.3"N., 72°05'06.6"W.; then to

(1776) 41°21'03"N., 72°05'06.7"W.; then due east to a point on the shoreline at

(1777) 41°21'03"N., 72°05'00"W.; then along the shoreline to the point of beginning.

(1778) (3) Security Zone C. The waters of the Thames River, west of the Naval Submarine Base, New London, Conn., enclosed by a line beginning at a point on the shoreline at

(1779) 41°23'15.8"N., 72°05'17.9"W.; then to

(1780) 41°23'15.8"N., 72°05'22"W.; then to

(1781) 41°23'25.9"N., 72°05'29.9"W.; then to

(1782) 41°23'33.8"N., 72°05'34.7"W.; then to

(1783) 41°23'37.0"N., 72°05'38.0"W.; then to

(1784) 41°23'41.0"N., 72°05'40.3"W.; then to

(1785) 41°23'47.2"N., 72°05'42.3"W.; then to

(1786) 41°23'53.8"N., 72°05'43.7"W.; then to

(1787) 41°23'59.8"N., 72°05'43.0"W.; then to

(1788) 41°24'12.4"N., 72°05'43.2"W.; then to a point on the shoreline at

(1789) 41°24'14.4"N., 72°05'38"W.; then along the shoreline to the point of beginning.

(1790) (4) Security Zone D. The waters of the Thames River east of the Naval Underwater Systems Center, New London, enclosed by a line beginning at

(1791) 41°20'36.0"N., 72°05'34.1"W.; then to

(1792) 41°20'36.0"N., 72°05'20"W.; then to

(1793) 41°20'41"N., 72°05'20"W.; then to

(1794) 41°20'43.7"N., 72°05'25.9"W.; then to

(1795) 41°20'41.6"N., 72°05'35.0"W.; then along the shoreline to the points of beginning.

(1796) (b) Special regulation. Section 165.33 does not apply to public vessels when operating in Security Zones A or B, or to vessels owned by, under hire to, or performing work for the Electric Boat Division when operating in Security Zone B.

(1797) **§165.150 New Haven Harbor, Quinnipiac River, Mill River.**

(1798) (a) The following is a regulated navigation area: The waters surrounding the Tomlinson Bridge located within a line extending from a point A at the southeast corner of the Wyatt terminal dock at 41°17'50"N., 72°54'36"W.; thence along a line 126°T to point B at the southwest corner of the Gulf facility at 41°17'42"N., 72°54'21"W.; thence north along the shoreline to point C at the northwest corner of the Texaco terminal dock 41°17'57"N., 72°54'06"W.; thence along a line 303°T to point D at the west bank of the mouth of the Mill River 41°18'05"N., 72°54'23"W.; thence south along the shoreline to point A.

(1799) (b) Regulations. (1) No person may operate a vessel or tow a barge in this Regulated Navigation Area in violation of these regulations.

(1800) (2) Applicability. The regulations apply to barges with a freeboard greater than ten feet and to any vessel towing or pushing these barges on outbound transits of the Tomlinson Bridge.

(1801) (3) Regulated barges may not transit the bridge—

(1802) (i) During the period from one hour to five hours after high water slack,

(1803) (ii) When the wind speed at the bridge is greater than twenty knots, and

(1804) (iii) With the barge being towed on a hawser, stern first.

(1805) (4) Regulated barges with a beam greater than fifty feet must be pushed ahead through the bridge.

(1806) (5) If the tug operator does not have a clear view over the barge when pushing ahead, the operator shall post a lookout on the barge with a means of communication with the operator.

(1807) (6) Regulated barges departing the Mill River may transit the bridge only between sunrise and sunset. Barges must be pushed ahead of the tug, bow first, with a second tug standing by to assist at the bow.

(1808) (7) Nothing in this section is intended to relieve any person from complying with—

(1809) (i) Applicable Navigation and Pilot Rules for Inland Waters;

(1810) (ii) Any other laws or regulations;

(1811) (iii) Any order or direction of the Captain of the Port.

(1812) (8) The Captain of the Port, New Haven, may issue an authorization to deviate from any rule in this section if the COTP finds that an alternate operation can be done safely.

(1813) **§165.155 Northville Industries Offshore Platform, Riverhead, Long Island, New York-safety zone.**

(1814) (a) The following area is established as a safety zone during the specified condition:

(1815) (1) The waters within a 500 yard radius of the Northville Industries Offshore Platform, Long Island, New York, 1 mile North of the Riverhead shoreline at 41°00'N., 072°38'W., while a liquefied Petroleum Gas (LPG) vessel is moored at the Offshore Platform. The safety zone remains in effect until the LPG vessel departs the Offshore Platform.

(1816) (b) The general regulations governing safety zone contained in 33 CFR 165.23 apply.

(1817) (c) The Captain of the Port will notify the maritime community of periods during which this safety zone will be in effect by providing notice of scheduled moorings at the Northville Industries Offshore Platform of LPG vessels via Marine Safety Information Radio Broadcast.

(1818) **§165.160 New York, New Jersey, Sandy Hook Channel, Raritan Bay, Arthur Kill-Safety Zone.**

(1819) (a) The following areas are established as Safety Zones during the specified conditions:

(1820) (1) For incoming tank vessels loaded with Liquefied Petroleum Gas, the waters within a 100 yard radius of the LPG carrier while the vessel transits the Sandy Hook Channel, Raritan Bay East and West Reach, Ward Point Bend East and West Reach, and the Arthur Kill to the LPG receiving facility. The Safety Zone remains in effect until the LPG vessel is moored at the LPG receiving facility in the Arthur Kill.

(1821) (2) For outgoing tank vessels loaded with LPG, the waters within a 100 yard radius of the LPG carrier while the vessel departs the LPG facility and transits the Arthur Kill, Ward Point Bend West and East Reach, Raritan Bay West and East Reach, and Sandy Hook Channel. The safety zone remains in effect until the LPG vessel passes the Scotland Lighted Horn Buoy "S" (LLNR 1619) at the entrance to the Sandy Hook Channel.

(1822) (b) The general regulations governing safety zones contained in 33 CFR 165.23 apply.

(1823) (c) The Captain of the Port will notify the maritime community of periods during which this safety zone will be in effect by providing advance notice of scheduled arrivals and departures of loaded LPG vessels via a Marine Safety Information Radio Broadcast.

Part 166-Shipping Safety Fairways

(1824) Subpart A-General

(1825) **§166.100 Purpose.**—The purpose of these regulations is to establish and designate shipping safety fairways and fairway anchorages to provide unobstructed approaches for vessels using U.S. ports.

(1826) §166.103 Geographic Coordinates.

(1827) Geographic coordinates expressed in terms of latitude or longitude, or both, are not intended for plotting on maps or charts whose referenced horizontal datum is the North American Datum of 1983 (NAD 83), unless such geographic coordinates are expressly labeled NAD 83. Geographic coordinates without the NAD 83 reference may be plotted on maps or charts referenced to NAD 83 only after application of the appropriate corrections that are published on the particular map or chart being used.

(1828) **§166.105 Definitions.**

(1829) (a) "Shipping safety fairway" or "fairway" means a lane or corridor in which no artificial island or fixed structure, whether temporary or permanent, will be permitted. Temporary underwater obstacles may be permitted under certain conditions described for specific areas in Subpart B. Aids to navigation approved by the U.S. Coast Guard may be established in a fairway.

(1830) (b) "Fairway anchorage" means an anchorage area contiguous to and associated with a fairway, in which fixed structures may be permitted within certain spacing limitations, as described for specific areas in Subpart B.

(1831) **§166.110 Modification of areas.**

(1832) Fairways and fairway anchorages are subject to modification in accordance with 33 U.S.C. 1223(c); 92 Stat. 1473. Subpart B-Designation of Fairways and Fairway Anchorages (in part)

(1833) **§166.500 Areas along the Atlantic Coast.**

(1834) (a) Purpose. Fairways, as described in this section are established to control the erection of structures therein to provide safe vessel routes along the Atlantic Coast.

(1835) (b) Designated areas.-(1) Off New York Shipping Safety Fairway.

(1836) (i) Nantucket to Ambrose Safety Fairway. The area enclosed by rhumb lines, (North American Datum of 1927 (NAD-27)), joining points at:

(1837) 40°32'20"N., 73°04'57"W.

(1838) 40°30'58"N., 71°58'25"W.

(1839) 40°34'07"N., 70°19'23"W.

(1840) 40°35'37"N., 70°14'09"W.

(1841) 40°30'37"N., 70°14'00"W.

(1842) 40°32'07"N., 70°19'19"W.

(1843) 40°28'58"N., 72°58'25"W.

(1844) 40°27'20"N., 73°04'57"W.

(1845) (ii) Ambrose to Nantucket Safety Fairway. The area enclosed by rhumb lines, NAD-27, joining points at:

(1846) 40°24'20"N., 73°04'58"W.

(1847) 40°22'58"N., 72°58'26"W.

(1848) 40°26'07"N., 70°19'09"W.

(1849) 40°27'37"N., 70°13'46"W.

(1850) 40°22'37"N., 70°13'36"W.

(1851) 40°24'07"N., 70°19'05"W.

(1852) 40°20'58"N., 72°58'26"W.

(1853) 40°19'20"N., 73°04'58"W.

Part 167-Offshore Traffic Separation Schemes

(1854) **Subpart A-General**

(1855) **§167.1 Purpose.** The purpose of the regulations in this part is to establish and designate traffic separation schemes and precautionary areas to provide access routes for vessels proceeding to and from U.S. ports.

(1856) **§167.5 Definitions.**

(1857) (a) "Traffic separation scheme" (TSS) means a designated routing measure which is aimed at the separation of opposing streams of traffic by appropriate means and by the establishment of traffic lanes.

(1858) (b) "Traffic lane" means an area within defined limits in which one-way traffic is established. Natural obstacles,

including those forming separation zones, may constitute a boundary.

(1859) (c) "Separation zone or line" means a zone or line separating the traffic lanes in which ships are proceeding in opposite or nearly opposite directions; or separating a traffic lane from the adjacent sea area; or separating traffic lanes designated for particular classes of ships proceeding in the same direction.

(1860) (d) "Precautionary area" means a routing measure comprising an area within defined limits where ships must navigate with particular caution and within which the direction of traffic flow may be recommended.

(1861) **§166.10 Operating rules.**

(1862) The operator of a vessel in a TSS shall comply with Rule 10 of the International Regulations for Preventing Collisions at Sea, 1972, as amended.

(1863) **§167.15 Modification of schemes.**

(1864) (a) A traffic separation scheme or precautionary area described in this Part may be permanently amended in accordance with 33 U.S.C. 1223 (92 Stat. 1473), and with international agreements.

(1865) (b) A traffic separation scheme or precautionary area in this Part may be temporarily adjusted by the Commandant of the Coast Guard in an emergency, or to accommodate operations which would create an undue hazard for vessels using the scheme or which would contravene Rule 10 of the International Regulations for Preventing Collisions at Sea, 1972. Adjustment may be in the form of a temporary traffic lane shift, a temporary suspension of a section of the scheme, a temporary precautionary area overlaying a lane, or other appropriate measure. Adjustments will only be made where, in the judgment of the Coast Guard, there is no reasonable alternative means of conducting an operation and navigation safety will not be jeopardized by the adjustment. Notice of adjustments will be made in the appropriate Notice to Mariners and in the Federal Register. Requests by members of the public for temporary adjustments to traffic separation schemes must be submitted 150 days prior to the time the adjustment is desired. Such Requests, describing the interference that would otherwise occur to a TSS, should be submitted to the District Commander of the Coast Guard District in which the TSS is located. Atlantic East Coast

(1866) **§167.150 Off New York Traffic Separation Scheme and Precautionary Areas.**

(1867) The specific areas in the Off New York Traffic Separation Scheme and Precautionary Areas are described in §§167.151, 167.152, 167.153, 167.154, and 167.155 of this chapter.

(1868) **§167.151 Precautionary areas.**

(1869) (a) A circular precautionary area with a radius of seven miles is established centered upon Ambrose Light in geographic position

(1870) 40°27.50'N., 73°49.90'W.

(1871) (b) A precautionary area is established between the traffic separation scheme "Eastern Approach, off Nantucket" and the traffic separation scheme "In the Approach to Boston, Massachusetts." (1) The precautionary area is bounded to the east by a circle of radius 15.5 miles, centered upon geographic position

(1872) 40°35.00'N., 69°00.00'W., and is intersected by the traffic separation scheme "In the Approach to Boston, Massachusetts" and "Off New York" at the following geographic positions:

(1873) 40°50.33'N., 68°57.00'W.

(1874) 40°23.75'N., 69°14.63'W.

(279) The cove has several boatyards. Berths, electricity, gasoline, water, diesel fuel, ice, marine supplies, wet and dry storage, launching ramps, lifts to 21 tons, and complete engine and hull repairs are available. The **harbormaster** in the cove controls anchoring and berthing; contact can be made through the Warwick City Hall.

(280) From **Sandy Point**, the eastern extremity of Potowomut Neck, shoals with depths of 2 to 9 feet extend northeasterly for about 0.6 mile. Extensive shoals extend off the eastern side of Warwick Neck to Ohio Ledge. **Rocky Point** is on the eastern side of the neck, 1.7 miles north-northeastward of Warwick Point.

(281) The natural channel between the shoals off Warwick Neck and the shoals northward of Patience and Prudence Islands has depths of 19 to 50 feet. A buoy marks the shoal off **Providence Point**, the northernmost point of Prudence Island.

(282) **Chart 13218.**—The shoreline of **Point Judith Neck** between West Passage and Point Judith should be given a berth of at least 0.6 mile. From Narragansett Pier to **Black Point**, a rocky promontory 1.9 miles southward, the shoreline is a rugged rocky ledge with deep water close inshore. The waters between Black Point and Point Judith are boulder-strewn and shoal up gradually.

(283) Three very prominent landmarks are Point Judith Light, the elevated water tank 1.7 miles north of Point Judith, and Hazard's Tower, a high, square stone tower 0.5 mile south of Narragansett Pier. Closer inshore the stone bathing pavilion at the State-operated **Scarborough Beach**, 0.5 mile south of Black Point, and an open stone tower on a house 0.4 mile north of Black Point are prominent.

7. BLOCK ISLAND SOUND

(1) This chapter describes Block Island Sound, Fishers Island Sound, Gardiners Bay, Little Peconic Bay, Great Peconic Bay, and the ports and harbors in the area, the more important of which are Point Judith Harbor, Great Salt Pond, Stonington, Mystic Harbor, and Greenport.

(2) **COLREGS Demarcation Lines.**—The lines established for this part of the coast are described in **80.150** and **80.155**, chapter 2.

(3) **Charts 13205, 13215.**—**Block Island North Reef** is a is a deep navigable waterway forming the eastern approach to Long Island Sound, Fishers Island Sound, and Gardiners Bay from the Atlantic Ocean. The sound is a link for waterborne commerce between Cape Cod and Long Island Sound. It has two entrances from the Atlantic; an eastern entrance from Rhode Island Sound between Block Island and Point Judith, and a southern entrance between Block Island and Montauk Point. The sound is connected with Long Island Sound by The Race and other passages to the southwestward, and with Fishers Island Sound by several passages between rocky reefs from Watch Hill Point to East Point, Fishers Island.

(4) The north shoreline of Block Island Sound and Fishers Island Sound from Point Judith to New London is generally rocky and broken with short stretches of sandy beach. Many inlets and harbors, especially in the vicinity of Fishers Island, afford harbors of refuge for vessels. Most of the rocks and shoals near the channels are marked with navigational aids.

(5) The southern part of Block Island Sound is bounded by Block Island on the east, the eastern extremity of Long Island, and Gardiners Island on the west. Plum Island and Fishers Island are at the western end of the sound.

(6) The deep water in the central part of Block Island Sound will accommodate vessels of the greatest draft.

(7) Westward of Gardiners Island, enclosed between the northeastern and eastern ends of Long Island, are Gardiners Bay, Shelter Island Sound, Little Peconic Bay, and Great Peconic Bay. This area is well protected but generally shallow, and is not suited for deep-draft vessels. The shoreline is marked by many indentations and shallow harbors. These waters are much used by commercial fishing vessels and small pleasure craft because of the protection afforded and the many anchorages.

(8) **Block Island North Reef** is a sand shoal with depths of 14 feet or less extending 1 mile northward from **Sandy Point** at the north end of Block Island. The shoal should be avoided by all vessels; its depths change frequently, and its position is also subject to a slow change. It is practically steep-to on all sides, so that soundings alone cannot be depended on to clear it. A lighted bell buoy is 1.5 miles northward of the point.

(9) **Southwest Ledge**, 5.5 miles west-southwestward of Block Island Southeast Light, has a least known depth of 23 feet and is marked on its southwest side by Southwest Ledge Lighted Bell Buoy 2. Rocky patches with least depths of 27 and 29 feet extend 1.5 miles northeastward from the ledge. The sea breaks on the shoaler places on the ledge in heavy weather.

(10) Several other dangers that must be guarded against are northward and westward of Southwest Ledge Lighted Bell Buoy 2. These dangers are: two obstructions, about 300 yards apart, covered 31 and 32 feet, marked by a lighted

buoy, about 2.2 miles 280° from the lighted bell buoy; and two obstructions, cleared to a depth of 35 feet, about 0.75 mile north of the lighted bell buoy.

(11) The deepest passage in the southern entrance to Block Island Sound is just westward of Southwest Ledge and has a width of over 2 miles; this is the best passage for deep-draft vessels. In heavy weather vessels desiring to enter the sound westward of Block Island should pass westward of Southwest Ledge Lighted Bell Buoy 2, taking care to pass clear of the obstructions mentioned above.

(12) Between the inner patch of rocks and the shoals, which extend 0.9 mile from Block Island, is a channel 1.3 miles wide, with a depth of about 34 feet. Vessels using this channel round the southwest end of Block Island at a distance of 1.5 miles. It is not advisable to use this passage during heavy weather.

(13) The entrance between Point Judith and Block Island is used by vessels coming from the bays and sounds eastward to Long Island Sound. The route generally used is through The Race. Tows of light barges and vessels of 14 feet or less draft sometimes go through Fishers Island Sound, especially during daylight with a smooth sea. This entrance is clear with the exception of Block Island North Reef and the numerous large boulders extending about 4 miles south-southeastward of Point Judith. The coast from Point Judith nearly to Watch Hill should be given a berth of over 1 mile, avoiding the broken ground with depths less than 30 feet.

(14) (Full tidal information, including daily predictions is given in the Tide Tables.)

(15) The effect of strong winds, in combination with the regular tidal action, may at times cause the water to fall several feet below or rise the same amount above the plane of reference of the chart. The mean range of tide throughout Block Island Sound varies from about 3 feet at Point Judith to 2 feet at Montauk Point.

(16) **Tidal current** data for a number of locations in Block Island Sound are given in the Tidal Current Tables. Current directions and velocities throughout the sound for each hour of the tidal cycle are shown on Tidal Current Charts, Block Island Sound and Eastern Long Island Sound.

(17) The tidal currents throughout Block Island Sound have considerable velocity; the greatest velocities occur in the vicinity of The Race and in the entrances between Montauk Point, Block Island, and Point Judith. Soundings alone cannot be depended upon to locate the position; the shoaling is generally abrupt in approaching the shores or dangers.

(18) In the middle of the passage between Point Judith and Block Island, the velocity is 0.7 knot. The flood sets westward, and the ebb eastward.

(19) In the passage between Block Island and Montauk Point, the flood sets generally northwestward and the ebb southeastward. In the middle of the passage the velocity is 1.5 knots on the flood and 1.9 knots on the ebb. About 1.2 miles eastward of Montauk Point, the flood sets 346°, ebb 162°, with a velocity of 2.8 knots.

(20) In Block Island Sound and in the eastern part of Long Island Sound, fogs are generally heaviest with southeast winds. In these waters the usual duration of a fog is from 4 to 12 hours, but periods of from 4 to 6 days have been known with very short clear intervals. In the autumn, **land fogs**, as they are termed locally, sometimes occur with

northerly breezes, but are generally burned off before mid-day.

(21) **The Race** may be said to be the only locality where tidal currents have any decided influence on the movements of the ice. Large quantities of floe ice usually pass through The Race during the ebb, especially if the wind is westerly, and in severe winters this ice causes some obstruction in Block Island Sound and around Montauk Point. These obstructions are the most extensive around the middle of February.

(22) **Weather.**—Land influences the weather only at the northern edge of the Sound, with a northerly wind. Otherwise the waters are open, similar to the nearby ocean. Winds from all other directions have ample time to increase in strength and the Sound can be as turbulent as any water off the coast. Wind speeds can be double those found on the coast, especially in winter, when average speeds of 16 to 17 knots are common. Gales occur up to 5 percent of the time in winter and are most likely from the west and northwest. Seas built by winds from the southeast through southwest are usually highest since there is no land to interfere with the fetch. Seas of 10 feet or more are likely 5 to 7 percent of the time in winter.

(23) Because of relatively cold water, summer fog occurs two to three times more often in these waters than in either Narragansett or Buzzard Bays. For example, in June visibilities drop below 1/2 mile nearly 9 percent of the time.

(24) **Pilotage, Block Island Sound and Long Island Sound.**—Pilotage is compulsory for foreign vessels under register in Block Island Sound and Long Island Sound. A vessel traversing Block Island is enroute to or from Long Island Sound. See Pilotage, Long Island Sound (indexed as such), chapter 8. Vessels bound for Long Island Sound ports may board pilots in the vicinity of Point Judith Lighted Whistle Buoy 2, within a 1-mile radius circle centered in 41°17.2'N., 71°30.4'W.

(25) **Chart 13217.**—**Block Island**, 5 miles long, is hilly with elevations up to about 200 feet. The shore of the island is fringed in most places by boulders and should be given a berth of over 0.5 mile even by small craft; the shoaling is generally abrupt in approaching the island.

(26) **Weather.**—Block Island, formed by glaciers, consists of nearly 7,000 acres and lies in the Atlantic Ocean about 12 miles east-northeast of Long Island and about the same distance south of Charlestown, R.I. Hence, the climate is typically maritime, but under conditions of extreme cold or heat the effect is felt on the island as well as on the mainland. Temperatures of -10°F and 95°F have been recorded.

(27) Summers are usually dry. Recorded rainfall for any 1 month ranges from a trace to 12.93 inches. In July and August maximum temperatures average 74°F. The island is too small to build up cumulonimbus clouds, and local thunderstorms do not occur. Fog occurs on 1 out of 4 days in the early summer, when the ocean is relatively cold.

(28) Winters are distinguished for their comparative mildness, maximums average 4° to 10°F above freezing and minimums average 25°F in February. Since the surface winds are usually easterly when snow begins it soon changes to rain or melts rapidly after it piles up. The ocean temperatures are of course always somewhat above freezing and not far off shore are relatively high.

(29) The ocean has a dampening effect on hot winds in summer and an accelerating effect on cold winds from the mainland in the winter. Katabatic winds from Narragansett Bay and Long Island reach as high as 35 knots when anticyclonic conditions prevail on the mainland in winter.

The wind velocity averages 15 knots for the year, but the mean is 17 knots in the winter, when gales are frequent. In the early fall most of the tropical storms moving up the coast affect the island to some extent.

(30) (See page T-3 for **Block Island climatological table.**)

(31) **Communications.**—A ferry operates daily from Galilee to Great Salt Pond or Old Harbor, carrying mail, passengers, freight, and vehicles. There is summer ferry service from Old Harbor to Providence, via Newport, and to New London. The island has telephone service to the mainland. Air service is also available.

(32) **Block Island Southeast Light** (41°09.2' N., 71°33.1' W.), 258 feet above the water, is shown from a steel tower on **Mohegan Bluffs** on the southeast point of the island. A radiobeacon is close east-southeast of the light.

(33) About 0.2 mile southeast of the light is the wreck of the large tanker **SS LIGHTBURNE**. The wreck is marked by a buoy. At **Clay Head**, on the northeast side of Block Island, is a lone white house on top of the bluff. Two nearby silos are conspicuous.

(34) **Block Island North Light** (41°13.7' N., 71°34.6' W.), 58 feet above the water, is shown from a black tower on a gray granite dwelling on **Sandy Point** at the north end of the island.

(35) **Old Harbor**, frequently used as a harbor of refuge, is an artificial harbor formed by two breakwaters on the east side of Block Island, 1.4 miles northward of Block Island Southeast Light. In March-November 1989, the controlling depth was 13 feet in the entrance, thence depths of 10 to 15 feet were available in the inner harbor anchorage with lesser depths along the north, northwest, and southwest sides, and thence 5½ feet was available in the basin in the southeast corner of the inner harbor. The harbor is occupied by pleasure craft during the summer. The eastern part of the inner harbor is left clear for the passage of the ferry to the wharf. The basin in the southeast corner of the inner harbor is usually occupied by fishing boats and local craft which tie up along the sides. Gasoline, diesel fuel, and berths are available. The harbormaster has an office at the Old Harbor town dock.

(36) The east breakwater extends about 300 yards northward of the entrance of the inner harbor, and is marked at its end by a light and fog signal. A bell buoy is 0.55 mile northward of the breakwater. A light marks the end of the breakwater on the west side at the entrance to the inner harbor.

(37) **Great Salt Pond (New Harbor)**, on the west side of Block Island, is the best harbor in Block Island Sound for vessels of 15-foot draft or less. In easterly gales when the sea is too heavy to enter Old Harbor, a landing can be made at Great Salt Pond. The entrance, about 2 miles south-southwestward of Block Island North Light, is a dredged cut through the narrow beach. The southwestern side of the entrance is protected by a jetty, marked by a light and fog signal at its outer end and by a light at the inner end.

(38) In June 1987, the midchannel controlling depth in the entrance channel was 8½ feet. The channel is well marked, but subject to shoaling. Strangers should seek local knowledge before entering.

(39) The usual anchorage in Great Salt Pond is near the southeast end, off the ferry landing, in 15 to 48 feet, taking care to leave a fairway to the landing. A channel with a reported depth of about 8 feet in July 1981 leads to **Trim Pond**, where local fishing craft are moored.

(40) Small-craft facilities in Great Salt Pond can provide berths, electricity, gasoline, diesel fuel, water, ice, and marine supplies. The marina about 0.3 mile westward of the ferry landing had a reported depth of 16 feet at the face of

the dock in July 1981. Sail and engine repairs are available nearby.

(41) The mean range of tide is about 2.6 feet.

(42) **Tidal currents** in the entrance to Great Salt Pond have a velocity of 0.3 knot. (See Tidal Current Tables for predictions.)

(43) **Chart 13219.—Point Judith Light** ($41^{\circ}21.7'N.$, $71^{\circ}28.9'W.$), 65 feet above the water, is shown from an octagonal tower, 51 feet high, with the lower half white, upper half brown. The station has a fog signal and a radiobeacon. About 100 yards north of the light is **Point Judith Coast Guard Station**. A lighted whistle buoy is about 2.4 miles southward of the light. (See chart 13218.) A prominent elevated water tank is about 1.8 miles northward of the light, and another globular water tank is about 3 miles northwestward of the light.

(44) The area around Point Judith, including the approaches to Point Judith Harbor of Refuge, is irregular with rocky bottom and indications of boulders. Caution is advised to avoid the shoal spots, even with a smooth sea, and to exercise extra care where the depths are not more than 6 feet greater than the draft.

(45) **Point Judith Harbor of Refuge**, on the west side of Point Judith, is formed by a main V-shaped breakwater and two shorearm breakwaters extending to the shore. The harbor is easy of access for most vessels except with a heavy southerly sea. It is little used by tows. The only soft bottom in the harbor is found in the southern part of the deeper water enclosed by the main breakwater. On the north side the shoaling is gradual; the 18-foot curve is about 0.3 to 0.5 mile offshore.

(46) Near the central part of the harbor are two shoals; the northernmost one has depths of 14 to 18 feet, and the southernmost one has depths of 14 to 16 feet and is marked by a buoy.

(47) The area within the V-shaped breakwater affords protected anchorage for small craft. The breakwater should be given a berth of 200 yards to avoid broken and hard bottom; a rocky shoal area about 100 yards wide, paralleling the west side of the main breakwater northward from the angle should be avoided. A good berth for a vessel is on a line between Point Judith Harbor of Refuge East Entrance Light 3 and Point Judith Harbor of Refuge West Entrance Light 2, midway between them in 22 to 30 feet. This position falls on the edge of the east-west thoroughfare used by pleasure craft and fishing boats.

(48) In August 1984, a submerged obstruction was reported about 270 yards southeast of Point Judith Harbor of Refuge West Entrance Light 2 in about $41^{\circ}21'37''N.$, $71^{\circ}30'40''W.$ In July 1991, an obstruction, covered 5 feet, was reported in about $41^{\circ}21'28''N.$, $71^{\circ}30'20''W.$

(49) The southern entrance to the Harbor of Refuge, known locally as the East Gap, is 400 yards wide; in July 1981, it had a reported controlling depth of about 24 feet with deeper water in the western half of the channel.

(50) The western entrance to the Harbor of Refuge, known locally as the West Gap, is 500 yards wide; in July 1981, it had a reported controlling depth of about 18 feet, with lesser depths on the north side of the entrance.

(51) **Tides and Currents.**—The mean range of tide in the Harbor of Refuge is 3.1 feet. The tidal currents have a velocity of about 0.7 knot at the south entrance. The currents off the west entrance are rotary, with a velocity at strength of 0.5 knot. (See Tidal Current Tables for predictions.)

(52) Considerably stronger currents have been reported to develop especially when the tide is ebbing.

(53) **Point Judith Pond** is a saltwater tidal pond entered between two rock jetties at **The Breachway** in the northwestern part of Point Judith Harbor of Refuge. The east jetty is marked near its seaward end by a daybeacon. The pond extends 3.3 miles northerly to the town of Wakefield. It is used extensively by small fishing vessels and pleasure craft, and numerous fish wharves are inside the entrance. The north end of Point Judith Pond affords good anchorage for boats of 4 feet draft or less during a heavy blow.

(54) The village of **Galilee** on the east side of the entrance and **Jerusalem** on the west side at **Succotach Point** have State piers and numerous small piers chiefly used by fishermen. A State fisheries laboratory is just above the State pier at Jerusalem. A State pier superintendent controls the State piers at Galilee and Jerusalem; his office is at the head of the Galilee State Pier.

(55) A channel with three dredged sections marked by buoys and a daybeacon extends from Point Judith Harbor of Refuge along the west side of the pond to the State Pier at Jerusalem, and thence northerly to the turning basin at Wakefield. A branch channel, on the east side, extends northeasterly from the entrance to the pond to the State Pier at Galilee, and into anchorage areas westward of Galilee and southward of Little Comfort Island.

(56) In February 1983, the controlling depths were 11 feet (13 feet at midchannel) to the junction with the Galilee branch channel, thence 11 feet to the State Pier at Jerusalem, thence in December 1985, $4\frac{1}{2}$ feet to the turning basin at Wakefield with 6 feet in the basin except for shoaling to 5 feet along the west limit. In February 1983, the east branch channel had a controlling depth of 15 feet to the State Pier at Galilee, thence 11 feet (14 feet at midchannel) to the anchorage basin southward of Little Comfort Island, thence in October 1985, depths of $4\frac{1}{2}$ to 7 feet were available in the anchorage except for shoaling to $1\frac{1}{2}$ feet along the northeast limit. In February 1983, the anchorage westward of Galilee had depths of 10 feet.

(57) **Tides and Currents.**—The mean range of tide in the pond is 2.8 feet and occurs later than in the Harbor of Refuge by about 10 minutes just inside the entrance and 30 minutes at the north end. The tidal currents in the entrance have a velocity of 1.8 knots on the flood and 1.5 knots on the ebb, and cause slight rips and overfalls at changes of tide. Higher current velocities are reported to occur. (See Tidal Current Tables for predictions.)

(58) Several boatyards and marinas are at Galilee, Jerusalem, Wakefield, and at Snug Harbor, on the west side of the pond about 0.8 mile above the entrance. Berths, electricity, gasoline, diesel fuel, water, ice, marine supplies, storage, launching ramps, and hull and engine repairs are available. The largest marine railway in the area, at the southern end of the waterfront at Snug Harbor, can handle craft up to 150 feet long or 400 tons. In July 1981, a reported depth of 12 feet could be carried to the railway.

(59) Daily ferry service is available to Block Island from Galilee. Daily bus service is operated to Providence.

(60) **Potter Pond**, shallow and landlocked, is joined with Point Judith by a narrow channel near Snug Harbor. Local knowledge should be obtained before using this channel, which has depths of 2 to 4 feet and is crossed by overhead power and telephone cables with a clearance of 30 feet at the channel entrance and by a fixed highway bridge with a clearance of 5 feet about 0.4 mile above the entrance. A current of more than 3 knots develops through the channel on the ebb. The mean range of tide in the pond is about 1 foot, and it occurs about 2.5 hours later than in the Harbor of Refuge.

(61) **Chart 13215.**—From Point Judith to Watch Hill the shore is low and for the most part consists of sandy beaches which are broken by several projecting rocky points. Back from the immediate shore are areas of cultivation interspersed with rolling grass-covered or wooded hills. Except for Point Judith Pond, most pond outlets are used only by small local craft. The coast is fringed by broken ground and boulders in places, which should be avoided by deep-draft vessels where the depths are less than 36 to 42 feet.

(62) **Matunuck** is a summer resort about 3 miles west of Point Judith. Southwest of Matunuck Point is **Nebraska Shoal**, a patch of boulders covered 18 feet and marked by a buoy. The shoal is at the south end of broken ground, with depths less than 30 feet offshore; the water deepens abruptly around the patch.

(63) **Charlestown Breachway**, 4.5 miles westward of Matunuck Point, is a narrow inlet which leads to **Ninigret Pond**, also known as **Charlestown Pond**, to the westward, and the village of **Charlestown** to the northward. In July 1981, a reported depth of about 2 feet could be taken in the inlet, with depths of about 3 to 6 feet inside. The southern part of Ninigret Pond is mostly mud flats. Local knowledge is required in entering and moving about inside. A small-craft facility is at Charlestown, and one is at the western end of Ninigret Pond; berths, gasoline, electricity, marine supplies, and launching ramps are at both facilities.

(64) **Quonochontaug**, 10.8 miles westward of Point Judith, is a summer settlement at the outlet of **Quonochontaug Pond**. In July 1981, a reported depth of about 3 feet could be carried in **Quonochontaug Breachway**, with depths of 15 to 20 feet reported in the pond. Vessels favor the west side of the entrance to avoid rocks in the easterly half of the entrance.

(65) **Weekapaug Point**, 12.5 miles west of Point Judith, is bold, rocky, and prominent from the southwest and south-east. Two stone jetties, 1,500 feet long, protect the entrance to **Winnapaug Pond** just westward of the point. In July 1981, a reported depth of about 5 feet could be carried in **Weekapaug Breachway** to the pond; vessels favor the west side of the breachway above the bridge. Reported depths in **Winnapaug Pond** vary from bare to 10 feet. There are numerous shoals and sandbars. Southerly winds cause breakers at the ends of the jetties; extreme caution is advised. The fixed bridge over the entrance has a clearance of 6 feet.

(66) **Old Reef**, with a depth of 5 feet over it, is about 1.5 miles west of Weekapaug Point and about 0.5 mile offshore.

(67) **Chart 13214.**—**Watch Hill**, about 17.5 miles west of Point Judith, is a high bare bluff on its easterly side with several large hotels and summer houses.

(68) **Watch Hill Light** (41°18.2'N., 71°51.5'W.), 61 feet above the water, is shown from a square gray granite tower, 45 feet high, attached to a white building with a red roof, on **Watch Hill Point**. It is reported that the fog signal at the station is not easily heard eastward of the light, but from the southwest can be heard nearly to Montauk Point. A radiobeacon is 136 yards north-northeast of the light. A lighted whistle buoy, 2.5 miles southward of the light, marks a passage through Block Island Sound.

(69) **Gangway Rock**, awash at low water, is part of a boulder reef extending about 0.2 mile southward from **Watch Hill Light**. A lighted bell buoy marks the south end of the reef. A submerged rock is about 50 yards northward of the buoy.

(70) **Watch Hill Passage** is the principal entrance to **Fishers Island Sound** from eastward, and the only one used by strangers. It has a least depth of about 17 feet. A spot with

12 feet over it in the passage is marked by a buoy; the best channel is northward of this buoy, giving it a berth of about 150 yards.

(71) **Watch Hill Reef**, on the southwest side of **Watch Hill Passage**, has rocks that bare and is marked by a gong buoy.

(72) **Sugar Reef Passage**, between **Watch Hill Reef** and **Sugar Reef**, has a width of 0.3 mile; the least depths are about 22 feet.

(73) **Sugar Reef**, some 500 to 600 yards in extent, is covered 2 to 12 feet and should be avoided; it is marked by a buoy off its north side.

(74) **Catumb Passage**, between **Sugar Reef** and **Catumb Rocks**, has a width of 150 yards; its least depth is 13 feet.

(75) **Catumb Rocks**, the highest of which are awash, are marked by buoys on the north, southeast, and southwest sides. Rocks covered 1 to 18 feet extend 0.8 mile westward of **Catumb Rocks** to the buoy that marks the east side of **Lords Passage**. This passage, about 0.3 mile wide, has a least depth of 16 feet.

(76) **Wicopesset Rock**, on the northwesterly side of **Lords Passage**, is the easterly part of foul ground extending about 0.3 mile to **Wicopesset Island**, which is low and rocky.

(77) **Wicopesset Passage**, between **Wicopesset Island** and **East Point**, is narrow and is obstructed by a rock in the middle marked by a buoy; it is suitable only for small craft and should not be used by strangers. A bell buoy marks the southern entrance. Extreme caution is recommended when using the passage as the ebb current is apt to set boats on the foul ground.

(78) Information about the tides and tidal currents in the passages is given with the discussion of **Fishers Island Sound**.

(79) **Charts 13214, 13212.**—**Fishers Island**, 6 miles long, is hilly and sparsely wooded. **Chocomount**, 136 feet high, is the highest point on the island. **East Point**, at the east end of the island, is marked by several large houses. The former Coast Guard station at **East Harbor**, about 1 mile from **East Point** of **Fishers Island**, is prominent; numerous buildings on the western part of **Fishers Island** and a large yellow hotel building are conspicuous. The radar antenna on **Mount Prospect**, near the west end of the island, south shore, is the most prominent landmark on **Fishers Island** from seaward. The south side of the island is fringed with foul ground which rises abruptly from depths of 42 to 48 feet; but by giving the shore a berth of 0.5 mile, all dangers will be avoided.

(80) **Race Point Ledge**, partly bare at low water, extends about 0.2 mile southwestward from **Race Point**, the southwest extremity of **Fishers Island**, and is marked at its end by a buoy. Inside the buoy are boulders with 2 to 9 feet over them. The passage between the buoy and **Race Rock Light** has very irregular bottom; the least depth is about 24 feet. It is suitable only for small vessels with a comparatively smooth sea.

(81) **Race Rock**, on the northeast side of **The Race**, is nearly 200 yards in diameter, with a depth of 8 feet. A ridge with a least depth of 25 feet is reported extending about 370 yards south of **Race Rock**. Another ridge, oriented north-south and with a least depth of 40 feet, is about 380 yards east of **Race Rock**.

(82) **Race Rock Light** (41°14.6'N., 72°02.8'W.), 67 feet above the water, is shown from a granite tower attached to a dwelling on a granite pier on the rock. A fog signal is sounded at the station. The fog signal is reported at times to be inaudible when a vessel is approaching from eastward and is close southward of **Fishers Island**.

(83) **Charts 13209, 13212.**—**The Race**, the main entrance to Long Island Sound from eastward, extends between Fishers Island and Little Gull Island, between which is a width of about 3.5 miles. The only dangers are Valiant Rock, nearly in the middle, and Little Gull Island with its reefs.

(84) **Current.**—In the middle of **The Race**, the flood sets 295° and the ebb 100°, with average velocities of 2.9 knots and 3.5 knots, respectively. There are always strong rips and swirls in the wake of all broken ground in **The Race**, except for about one-half hour at slack water. The rips are exceptionally heavy during heavy weather, and especially when a strong wind opposes the current, or the current sets through against a heavy sea. (Predicted times of slack water and times and velocities of strength of current are given in the Tidal Current Tables.)

(85) **Little Gull Reef**, with little depth over it and foul ground, extends 0.3 mile east-northeastward from **Little Gull Island**. Deep-draft vessels should avoid this locality. **Little Gull Island Light** (41°12.4'N., 72°06.5'W.), 91 feet above the water, is shown from a gray granite tower, 81 feet high, attached to a red dwelling on a pier. A fog signal is at the light, and a radiobeacon is about 60 yards south-southwest of the light. The light and **Race Rock Light** are the guides, as soundings cannot be depended upon.

(86) In passing north of **Valiant Rock**, vessels should keep from 0.5 to 0.8 mile southwestward of **Race Rock Light**, and craft passing southward of **Valiant Rock** should hold to a course about 1 mile northeastward of **Little Gull Island Light**.

(87) **Cerberus Shoal**, 6 miles southeast of **Race Rock Light**, is about 0.4 mile in diameter, with a least depth of 19 feet on a small rocky patch near its north end. The seas break on this shoal during heavy swells. It is marked by a lighted gong buoy. Near the shoal, tide rips are unusually strong.

(88) **Great Gull Island**, 0.6 mile southwest of **Little Gull Island**, was formerly a military reservation, but is now privately owned. The pier on the north side is in ruins. A lookout tower on the island is conspicuous.

(89) **Valiant Rock**, with a least depth of 19 feet, is surrounded by shoal area, and the 10-fathom curve surrounding the rock marks the area which should be avoided by deep-draft vessels and preferably all vessels, on account of the heavy swirls and rips. A lighted bell buoy is northward of the rock.

(90) **The Sluiceway**, the passage between **Great Gull Island** and **Plum Island**, has several known dangers and very irregular bottom with boulders, and should be avoided. The velocity of the tidal current in the passage is 2.6 knots on the flood, and 3.2 knots on the ebb; flood sets 299°, and ebb 133°. Considerably higher velocities occur at times, and tide rips are very bad in heavy weather. Boulders covered 3 to 10 feet are between **Old Silas Rock** and **Plum Island**. **Old Silas Rock** is awash at high water. **Middle Shoal Rock**, 0.3 mile northeastward of **Old Silas Rock**, has a depth of 8 feet.

(91) **Bedford Reef** is broken ground, on which the least found depths are 14 to 16 feet, extending about 1.5 miles southward from broken ground lying between **Great Gull** and **Plum Islands**. It should be avoided. **Constellation Rock**, on the southeasterly extension on this broken ground, has 17 feet over it, is marked by a buoy, and lies 1.9 miles southward of **Little Gull Island Light**.

(92) **Chart 13209.**—**Montauk Point**, the easterly extremity of Long Island, is a high sandy bluff, on the summit of which is the light. The land is grass covered, with a height of 165 feet at **Prospect Hill**, 2 miles westward of the point. The south side of the point is bold, the 10-fathom curve is about

0.5 mile from shore; depths of 24 feet and less extend 0.8 mile off the northeast side of the point.

(93) **Montauk Point Light** (41°04.2'N., 71°51.5'W.), 168 feet above the water, is shown from a white octagonal, pyramidal tower, 108 feet high, with a brown band midway of its height and a covered way to a gray dwelling. A fog signal is at the light. A radiobeacon is 0.3 mile south-southwestward of the light.

(94) Surrounding **Montauk Point** for about 4 miles is a shoal area that has been closely surveyed (see also chart 13215); the bottom is very broken, and extra caution should be observed where the depths are less than 10 feet greater than the draft. In general, the shoals are a series of long narrow ridges, in places only a few yards wide, and their positions are indicated by the rips over them at the strength of the tidal currents.

(95) **Montauk Shoal**, about 2.5 miles south-southeastward of the light, has least depths of 28 feet. **Great Eastern Rock**, 1.5 miles east-northeast of the light, has a least depth of 24 feet. **Phelps Ledge**, just northerly of **Great Eastern Rock**, is covered by 24 feet. **Endeavor Shoals**, about 2.3 miles northeast of the light, are covered by 19 to 24 feet on a narrow ridge about 0.4 mile long. A lighted gong buoy is off the eastern end of the ridge. In 1981, a sunken wreck was reported about 1 mile north-northeast of **Montauk Point Light** in about 41°05.2'N., 71°50.8'W.

(96) Vessels drawing up to 20 feet can avoid the dangers eastward and northeastward of **Montauk Point** in smooth weather by giving the point a berth of over 1 mile and avoiding **Great Eastern Rock**.

(97) Broken ground with rocky bottom and boulders extends about 2 miles off the north coast west of **Montauk Point**. **Shagwong Reef**, with a least depth of 8 feet and marked by a lighted bell buoy, is the northern limit of this area. **Shagwong Rock**, with a least depth of 7½ feet and marked by a lighted buoy, and **Washington Shoal**, with a least depth of 15 feet, are between the shore and **Shagwong Reef**. The principal danger outside **Shagwong Reef** is a shoal with a depth of 30 feet, 5.3 miles northwestward of **Montauk Point**.

(98) **Pilotage Pickup Locations Off Montauk Point.**—Pilots generally, or by prearrangement, meet a ship "off Montauk Point". The following pilot associations meet vessels "off Montauk Point" at the locations indicated. For telephone number, FAX number, cable address, description of the boat, frequencies, etc., consult the name of the association under **Pilotage**, **Narraganset Bay and Other Rhode Island Waters** (indexed as such), chapter 6; **Pilotage**, **Long Island Sound** (indexed as such), chapter 8; and **Pilotage**, **New York Harbor and Approaches** (indexed as such), chapter 11.

(99) **Sound Pilots, Inc.** (division of **Northeast Marine Pilots, Inc.**), 2 miles east of **Montauk Point Lighted Whistle Buoy MP**;

(100) **Connecticut State Pilots**, 3 miles east-southeast of **Montauk Point Lighted Whistle Buoy MP**;

(101) **Constitution State Pilots Association**, 3 miles east of **Montauk Point Lighted Whistle Buoy MP**;

(102) **Long Island Sound State Pilots Association, Inc.**, at **Montauk Point Lighted Whistle Buoy MP**.

(103) **Montauk Harbor**, in the northern part of **Lake Montauk**, is entered through a dredged channel on the northern shore about 3 miles west of **Montauk Point**. The entrance is protected by jetties, each of which is marked by a light, and the west jetty has a fog signal. A lighted bell buoy, about 0.3 mile north of the entrance, marks the approach to the harbor. In June 1988, the reported controlling depth in the channel was 12 feet to the boat basin northwestward of **Star Island** and to the yacht basin east of the island; in 1982, the

boat basin had depths of 9½ feet except for shoaling along the edges. The channel is marked by private seasonal buoys.

(104) **Star Island**, just inside Montauk Harbor, is connected to the mainland by a causeway. A private light is shown from the eastern side of the island. Depths of 8 to 16 feet are reported in the yacht basin off the eastern side of the island; caution is advised in selecting anchorage because lesser depths may be found. A privately marked channel with a reported controlling depth of about 3 feet in June 1981 leads from the yacht basin to the southern part of Lake Montauk where there are depths of 6 to 8 feet in the center.

(105) **COLREGS Demarcation Lines.**—The lines established for Montauk Harbor are described in 80.155, chapter 2.

(106) The mean range of tide is 1.9 feet.

(107) Tidal currents at the entrance to Montauk Harbor have a velocity of 1.2 knots on the flood and about 0.5 knot on the ebb. They are reported to decrease rapidly after entering the harbor and are practically negligible near the yacht club landing on the east side of Star Island. (See Tidal Current Tables for predictions.) **Montauk Coast Guard Station** is at the northern end of Star Island.

(108) There are several small-craft facilities on both sides of the entrance to Montauk Harbor, and a yacht club and several marinas are on the east side of Star Island. Gasoline, diesel fuel, water, ice, marine supplies, and space for transients are available. Lifts to 80 tons can handle craft for complete engine and hull repairs. Groceries and other supplies may be obtained at the village of Montauk.

(109) **Fort Pond Bay** is a semicircular bight about 1 mile wide on the north side of Long Island, 5 miles westward of Montauk Point. The bay is free of dangers, but flats with 8 to 12 feet over them make out 0.2 mile from its eastern shore. The bay affords anchorage in 40 to 50 feet, soft bottom, but is exposed to northerly and northwesterly winds; the shoaling is abrupt on its east and south sides.

(110) **Montauk**, a summer resort at the southeast end of the bay, is the terminus of the Long Island Railroad. A depth of 10 feet was reported alongside the commercial pier on the east side of the bay. There are no public piers available.

(111) **Napeague Bay**, 8 miles westward of Montauk Point, is shallow in the western and southwestern part. **Promised Land Channel**, the buoyed passage southward of Gardiners and Cartwright Islands, has a least centerline depth of about 14 feet; however, the depth is continually changing due to the shifting shoals.

(112) The tidal currents have a velocity of about 1.5 knots through all the channels between the shoals. It is not advisable for vessels drawing more than 10 feet to attempt the passage without local knowledge, and then only when the buoys can be seen.

(113) **Napeague Harbor**, a small-craft refuge in the southwest part of Napeague Bay, can be entered through privately dredged channels northward and southward of **Hicks Island**. In June 1981, the reported controlling depths were 4 feet in the northerly and southerly entrances. Depths in the central part of the harbor range from 1½ to 7 feet; the chart is the best guide. The harbor is especially useful in northeasterly weather when the adjoining bays are unsafe. There are no landings in the harbor.

(114) **Promised Land** is a former fishing village on the southwest side of Napeague Bay. A depth of about 4 feet can be carried to the landing at the yacht club, 1.3 miles westward of Promised Land.

(115) **Gardiners Island**, 11 miles westward of Montauk Point, is partly wooded and has an elevation of 130 feet near its middle. **Cartwright Island** is narrow, low, and sandy, and

extends 1 mile in a southerly direction off the south tip of Gardiners Island. Its size and shape are subject to considerable change by storms.

(116) **Crow Head** is the high bluff at the western end of Gardiners Island. Shoal water with depths of 9 to 16 feet extends 1.8 miles southwestward from **Cherry Hill Point**, the westerly end of Gardiners Island, and terminates at **Crow Shoal**. The shoal has depths of 3 to 11 feet and is marked by a buoy. An obstruction covered 12 feet is 200 yards eastward of the buoy.

(117) The bight between the southern part of Gardiners Island and Crow Shoal is **Cherry Harbor**. It has depths of 24 to 27 feet with mud bottom and affords shelter from north-easterly winds. **Bostwick Bay** is the bight on the northwest side of Gardiners Island. It affords excellent anchorage in easterly winds in depths of about 25 feet, but is exposed to all westerly winds.

(118) **Gardiners Point**, a low spit, is at the northerly end of a very shoal bar which extends 1.5 miles north-northwestward from Gardiners Island. This shoal is steep-to on its north and west sides and is marked by a lighted gong buoy. A rock with a depth of 2 feet over it is about 0.8 mile eastward of the north point of Gardiners Island and is marked by a buoy.

(119) **The Ruins**, a concrete structure on Gardiners Point, is Government property and formerly a naval aircraft bombing target; it is prohibited to the public. The Ruins and the area within 300 yards radius of it is dangerous due to the possible existence of undetonated explosives.

(120) A **restricted anchorage** for U.S. Navy submarines is about 3 miles eastward of Gardiners Island. (See 110.1 and 110.150, chapter 2, for limits and regulations.)

(121) **Gardiners Bay** is at the western end of Block Island Sound from which it is separated by Gardiners Island. The bay is an excellent anchorage easily entered day or night, and is the approach to Shelter Island Sound and the Peconic Bays. The principal entrance is northward of Gardiners Point. The entrance from Long Island Sound is through Plum Gut. The entrance southward of Gardiners Island is used by fishing vessels.

(122) The principal guides for the entrance to Gardiners Bay from Block Island Sound are the lighted gong buoy north of Gardiners Point, Little Gull Light, and Orient Point Light. The white church spires at Orient and Sag Harbor are prominent. When past the lighted gong buoy north of Gardiners Point, vessels can select the anchorage in Gardiners Bay which affords the best lee in the prevailing winds.

(123) The principal dangers in approaching Gardiners Bay from the northward are the broken ground between Constellation Rock and Plum Island, and the shoal making out to Gardiners Point. In the bay, Crow Shoal should be avoided. In general, the shoaling is rather abrupt in approaching these dangers and gradual in approaching the shoals on the western side of the bay.

(124) **Plum Island**, about 2 miles westward of Great Gull Island, is 2.5 miles long, hilly, and bare of trees except near the southwest end, and has several large buildings, and a prominent tank and flagpole. The island is a Government reservation and closed to the public.

(125) The bight in the southeast side of Plum Island is foul to **Plum Island Rock**, which is 0.5 mile from shore abreast of the middle of the island, has 1 foot over it and is marked by a buoy.

(126) **Plum Gut Harbor**, on the southwest side of Plum Island, has an entrance between jetties with private seasonal lights on dolphins off the outer ends. The lights are shown daily from sundown to 0130. A private fog signal at the west

jetty light is sounded occasionally when Department of Agriculture vessels are navigating in the area. A depth of about 14 feet is in the entrance. Small yachts seeking shelter in an emergency lie alongside the wharves. The harbor is under the supervision of the Department of Agriculture and the Coast Guard, and may be used only with permission.

(127) **COLREGS Demarcation Lines.**—The lines established for Plum Gut Harbor are described in 80.155, chapter 2.

(128) **Plum Gut**, the entrance to Gardiners Bay from Long Island Sound, is nearly 0.6 mile wide and has sufficient water for vessels of the deepest draft; in the passage are several rocks with depths of 17 to 19 feet over them. Tidal currents set through the passage with great velocity. Steamers, or sailing vessels with a strong favorable wind, should have no difficulty in passing through.

(129) Velocities of the current on flood and ebb are 3.5 and 4.3 knots, respectively. The flood sets northwestward and the ebb southeastward. Heavy tide rips occur. In November 1983, NOAA Ships RUDE and HECK reported that during the flood a countercurrent normally develops along the north shore of Plum Island. This countercurrent is most prevalent within 0.5 mile of the island. Caution is recommended when using this passage.

(130) **Oyster Pond Reef**, extending about 0.5 mile east-northeastward from Orient Point, is marked by a light and fog signal. Caution is recommended regarding the fog signal, as it may be difficult to hear at times, particularly with an easterly wind. Numerous boulders and little depth are between the light and Orient Point. Midway Shoal, about 0.5 mile east of the light, has 17 feet over it and is marked by a buoy.

(131) When using Plum Gut it is well to give Plum Island and Orient Point Light a berth of 0.2 mile. The best water in the passage will be found on a 295° course, passing Pine Point and the buoy marking Midway Shoal at a distance of 350 yards and passing midway between Orient Point Light and the western end of Plum Island.

(132) A wharf with a depth of 8 feet at its end is on the south side of Orient Point, 1 mile westward of Orient Point Light. A ferry operates between here and New London. A small-craft facility is about 0.1 mile westward of the wharf. Berths, electricity, gasoline, diesel fuel, water, ice, and a launching ramp are available. In June 1981, a reported depth of about 6 feet could be carried to the facility.

(133) **Acabonack Harbor**, at the southeast end of Gardiners Bay, is entered through a privately maintained and marked channel with a reported controlling depth of 2½ feet in the entrance in June 1981. There is deeper water inside.

(134) **Hog Creek Point**, on the southerly side of Gardiners Bay, is generally flat, with bluffs approximately 25 feet in height. **Lionhead Rock**, off the point and marked by a buoy, is awash at high water. Fishtraps are westward of the point.

(135) **Threemile Harbor**, on the south side of Gardiners Bay 1.7 miles southwestward of Hog Creek Point, is entered through a channel with two privately dredged sections. In September 1980, a portion of the wooden bulkhead on the west side of the entrance collapsed into the channel. In June 1981, it was reported that by favoring the east side of the entrance channel a depth of 8 feet could be carried to a point opposite **Maidstone Park**, thence 7 feet to the basin at the head of the harbor. The approach to the harbor is marked by a seasonal lighted bell buoy, and the channel is marked by lighted and unlighted buoys. The jetties at the harbor entrance are marked on the outer ends by private lights. A public commercial landing with reported depths of 8 feet is on the east side of the channel about 0.6 mile above the entrance. A 5 mph speed limit is enforced in the harbor.

(136) Anchorage is available in Threemile Harbor in depths of 9 to 14 feet with soft bottom and good holding ground; this is a good anchorage during strong winds. The range of tide in the entrance to the harbor is 2.4 feet. The tidal current has a velocity of about 3 knots through the entrance.

(137) Small-craft facilities on the east and south sides of Threemile Harbor can provide berths, electricity, gasoline, diesel fuel, water, ice, launching ramps, storage, lifts to 40 tons, and hull and engine repair. Provisions can be obtained at the town of **East Hampton**, 3.5 miles south of Threemile Harbor.

(138) In June 1989, the public pier maintained by the town of East Hampton at the head of the harbor had reported depths of 7 feet at its face and 4 feet on its west side.

(139) **COLREGS Demarcation Lines.**—The lines established for Threemile Harbor are described in 80.155, chapter 2.

(140) **Chart 12358.—Shelter Island Sound and Peconic Bays** extend westward from Gardiners Bay about 22 miles to Riverhead, the head of navigation on Peconic River. They are much frequented by yachts and other small craft in the summer. Fishtraps and oyster stakes are on many of the shoals.

(141) A depth of about 26 feet can be carried through the channel north of Shelter Island and through Little Peconic Bay as far as Robins Island, and about 13 feet through the channel south of Shelter Island. Across the bar between Little and Great Peconic Bays about 13 feet can be carried. With local knowledge greater depths can be carried in the channels and across the bar. A depth of about 6 feet can be taken to South Jamesport and Riverhead.

(142) The mean range of tide is about 2.5 feet. The tidal currents have considerable velocity wherever the channel is narrowed. The velocity in the narrower places is about 1.8 knots.

(143) Ice obstructs navigation in the coves and shallow harbors during January and February. In severe winters, drift ice is reported to interfere with navigation for short periods of time. In the south arm of Shelter Island Sound, the ice is heavy enough at times to destroy structures exposed to it.

(144) Diesel fuel, gasoline, ice, water, marine supplies, and other provisions can best be obtained at Greenport and Sag Harbor. Several boatyards, shipyards, marine railways, and enclosed basins with excellent repair facilities are at Greenport.

(145) **Ram Head** is a prominent sandy bluff on the western shore of Gardiners Bay. A lower bluff is nearly 1.5 miles westward of Ram Head with numerous houses along the top. A shoal with 7 to 17 feet over it extends about 2.4 miles southeastward from Ram Head.

(146) A boulder with 1 foot over it is 230 yards from shore about 0.3 mile northeastward of the northern point of the entrance to Coecles Harbor. Other boulders with little depth are between this boulder and Ram Head.

(147) The entrance to **Coecles Harbor** is at the south end of Ram Head; the channel is marked by private seasonal buoys and a private seasonal light. In June 1981, the reported controlling depth in the privately maintained entrance channel was 7 feet. The speed limit is 5 mph. A marina and boatyard are in the harbor. A mobile hoist at the boatyard can haul out craft up to 35 tons; gasoline, water, ice, diesel fuel, marine supplies, sewage pumpout, berths, guest moorings, storage facilities, and complete engine and hull repairs are available. In June 1981, a reported depth of 5½ feet could be carried to the marina and boatyard.

(148) A **special anchorage** is in Coecles Harbor. (See 110.1 and 110.60(y), chapter 2, for limits and regulations.)

(149) **COLREGS Demarcation Lines.**—The lines established for Coecles Harbor are described in 80.155, chapter 2.

(150) Extensive flats make off from Ram Head and the shore between it and **Hay Beach Point**, the northernmost point of Shelter Island, which is a low flat with a clump of scrub at its end and backed by wooded highland. **Long Beach Point** is a low spit eastward of Hay Beach Point. A bar with little depth extends southwesterly from Long Beach Point to the ruins of a former lighthouse of which only the 10-foot concrete foundation remains. A private light marks the ruins.

(151) Shoals with depths of 10 to 12 feet extend 0.5 mile eastward from Long Beach Point. The south and west sides of this shoal have depths of 12 to 15 feet, and rise abruptly from the channel. The limits of the shoal south of the point are marked by buoys. The bar has extended southward enough to be a real danger to small craft.

(152) **COLREGS Demarcation Lines.**—The lines established for the Long Island bays are described in 80.155, chapter 2.

(153) **Orient Harbor**, about 4 miles northwestward of Ram Head, is an excellent anchorage; the depths range from over 20 feet in its southern part to 16 feet at its northern end. **Orient** is a village at the northeast end of Orient Harbor. At the end of the main wharf the depth is 8½ feet. The eastern part of Orient Harbor has depths of 7 to 9 feet. Fish traps are on the shoals.

(154) About 0.4 mile northeastward of **Cleaves Point**, at the southwest end of Orient Harbor, the shore has been cut through to a small pond which is used as a private basin for small craft. The entrance, between two jetties, has a depth of about 3 feet over the bar, with about 6 feet in the basin. Permission is required before anchoring in the basin. Rocks are 0.2 mile south of the entrance.

(155) **Hallock Bay** makes eastward from Orient Harbor on the north side of Long Beach Point. A channel, marked by uncharted private daybeacons, leads into the bay. The bay is shallow and dangers and shoaling have been reported. Local knowledge is advised prior to entering.

(156) **Gull Pond** is 0.3 mile westward of Cleaves Point at the southwest end of Orient Harbor. In July 1981, a reported depth of 4 feet could be carried through the entrance, with depths of 10 to 15 feet reported in the pond. A State launching ramp is available in the pond.

(157) **Greenport** is an important town and the terminus of a branch of the Long Island Railroad. The white church spires, near the northern end of town, and a tank and TV radio tower in the center of town are prominent.

(158) **Greenport Harbor** is formed on the northeast by a 5-foot-high breakwater, which extends 0.2 mile southeastward from **Youngs Point**, nearly to the 18-foot curve, and is marked at its outer end by a light. The depths at the wharves range from 7 to 21 feet. The railroad wharf on the south side of the waterfront can accommodate a vessel up to 100 feet.

(159) **Stirling Basin**, on the northeast side of Greenport, is a part of Greenport Harbor. In July 1981, the reported controlling depth was 8 feet in the entrance channel with 10 to 12 feet in the mooring areas. The entrance channel is marked by private seasonal buoys. Two smaller privately dredged channels with depths of about 9 feet reported are in the northeastern part of the basin. The **harbormaster** for Greenport Harbor controls mooring and berthing in the basin. The **speed limit** is 5 mph.

(160) Small-craft facilities at Greenport can provide berths, electricity, gasoline, diesel fuel, water, ice, storage, marine

supplies, and hull and engine repairs. The largest marine railway, at a shipbuilding company at the southeast end of the waterfront, can handle craft up to 400 tons and 15 feet in draft and has a 15-ton crane. Mobile hoists to 50 tons are available. A well-equipped machine shop is also in the town.

(161) A ferry operates between Greenport and Shelter Island. During the summer, bus service is available from Greenport to Orient Point where there is ferry service to New London.

(162) **Dering Harbor**, southward of Greenport and at the northwest end of Shelter Island, is a favorite anchorage for yachts and motorboats. The entrance to the harbor, marked by private buoys, is partially constricted by a disposal area in about midentrance and shoal area with a reported depth of 4 feet in June 1981 that extends from the southwestern entrance point to near the disposal area; caution is advised. In April 1989, it was reported that about 10 feet could be carried into the harbor with local knowledge. Depths of 10 to 14 feet are available in the central part of the harbor, with much lesser depths around the edges. Moorings and float landings for small craft are in the bight at the southwest end of the harbor. Vessels too large to enter can anchor outside the harbor in depths of 14 to 30 feet. The **speed limit** is 5 mph. Small-craft facilities, on the west side of the harbor, can provide berths, electricity, gasoline, diesel fuel, water, ice, marine supplies, sewage pumpout, and hull and out-board engine repairs. A launching ramp is also available. **Shelter Island Heights** is on the southwestern side of Dering Harbor.

(163) **Fanning Point** is on the north shore at the southwest end of Greenport. A shoal extends 300 yards off the point and is marked by a buoy. Four dolphins, part of a former oil facility, are northward of the point. Currents of 2 knots, running fair with the channel, have been reported in the vicinity of Fanning Point.

(164) **Conkling Point**, on the north shore 1 mile southwestward of Fanning Point, is low and sandy at the end and has deep water as close as 150 yards. A marina on the southwest side of the point had a reported depth of 5½ feet in the approach in July 1981. Berths, electricity, gasoline, marine supplies, storage, a launching ramp, and a 30-ton mobile hoist are available. Hull and engine repairs can be made.

(165) **Mill Creek** is the entrance to **Hashamomuck Pond**, about 1.1 miles westward of Conkling Point. In July 1981, the privately dredged entrance channel into the creek had a controlling depth of 4 feet, thence 3½ feet was reported in the channel along the northwest shore of Mill Creek. The entrance channel is marked by private seasonal buoys. About 400 yards eastward of the creek is a small bight entered through a channel with a depth of about 4 feet and marked by private seasonal lights and buoys.

(166) **Jennings Point**, the western end of Shelter Island, is high and wooded. Rocks are off the point close-to, and it should be given a berth of over 150 yards. A lighted buoy is off the point. A gazebo on the point is prominent.

(167) The town of **Southold** is at the head of **Southold Bay**, which is the bight at the western end of Shelter Island Sound westward of Jennings Point. For about a mile northeastward of the entrance jetty, shoals with 12 feet or less extend nearly 0.4 mile from shore and are generally steep-to. The southwest part of the bay is shoal for about 0.3 mile from shore. Anchorage can be selected east-southeast of the jetty at a distance of from 0.2 to 0.4 mile, in 12 to 18 feet.

(168) A small jettied basin is about 0.5 mile northeast of Southold entrance. The overhead power cable crossing the entrance has a clearance of 31 feet. There are no public landings in the basin.

(169) In April 1989, the reported controlling depth was about 3 feet in the privately maintained channels in **Town Creek**, **Jockey Creek**, and **Goose Creek**. The common entrance to Town Creek and Jockey Creek is marked by private seasonal buoys. The highway bridge at the mouth of Goose Creek has a clearance of 9 feet and the bridge that crosses Jockey Creek has a 45-foot fixed span with a vertical clearance of 6½ feet.

(170) On the shore south of Southold entrance jetty is a prominent white tower.

(171) There are several small-craft facilities on the creeks and along the west shore of Southold Bay from Paradise Point to Conkling Point. Berths, electricity, gasoline, water, ice, marine supplies, launching ramps, storage, lifts, and cranes are available. Provisions can be obtained at Southold.

(172) **Paradise Point**, on the west side of Shelter Island Sound, is low and wooded, and from the point a sloping sandspit extends about 0.3 mile eastward and is marked by a lighted buoy. Southward of Paradise Point, shoals with depths of 10 to 15 feet extend from the west shore to mid-sound; the southeast point of the shoals is marked by a buoy.

(173) The channel south of Shelter Island has numerous shoals, but is easily followed by vessels of 13 feet or less draft when the buoys can be seen. The channel is used by vessels going to Sag Harbor. Vessels operating between Greenport and Sag Harbor prefer the inside route around the western end of Shelter Island. The tidal current in the channel between Shelter Island and North Haven Peninsula has a velocity of about 2.4 knots. The approach from Gardiners Bay is across a shoal or bar which extends in a southeasterly direction from Ram Head to the south shore, the depths on which vary from 7 to 11 feet about 1.6 miles from Ram Head, and thence 13 to 17 feet to the buoys which mark the entrance.

(174) **Dangerous Rock**, awash at low water in surrounding depths of about 12 feet, is 0.2 mile south of the channel.

(175) A shoal extends 0.3 to 0.4 mile north of the shore of **Cedar Point** which is marked by a light. The shoal has boulders, and its edge is marked by buoys.

(176) Shoals with boulders and little water over them in places extend nearly 0.5 mile southeastward from **Nicoll Point**. Buoys mark the limit of the channel in this area.

(177) **Northwest Harbor**, between Cedar Island Light and **Barcelona Point**, is strewn with boulders covered by 4 to 6 feet.

(178) **Sand Spit**, an extensive shoal partly bare at half-tide, is between **Mashomack Point**, the southeastern extremity of Shelter Island, and Sag Harbor. The spit is marked by buoys and a light.

(179) A group of rocks locally known as **Gull Island**, showing bare at half-tide, is nearly 0.4 mile northeastward of the breakwater at Sag Harbor.

(180) **Sag Harbor**, about 2.5 miles southwestward of the light on Cedar Point, is protected on the northeast by a breakwater marked at the outer end by a light. A spherical tank, a radio tower, and several flagpoles are prominent landmarks.

(181) In entering Sag Harbor, do not round the breakwater too closely, as a depth of about 6 feet is found near its end. The deepest water is near the buoy. Anchor eastward or northeastward of the end of the former ferry wharf, locally known as Long Wharf. A 5 mph speed limit is enforced.

(182) In July 1974, the dredged channel into Sag Harbor had a controlling depth of 8 feet (10 feet at midchannel) through the entrance to the turning basin, 9 feet in the turning basin, 5 feet in the southerly anchorage area, and 7 feet in the main anchorage area. The channel to Sag Harbor

Cove is about 8 feet deep; this channel and the cove are marked by private seasonal lights and buoys. A 37-foot-wide fixed bridge at the entrance has a clearance of 20 feet. Berths, electricity, gasoline, diesel fuel, storage, marine supplies, water, ice, launching ramps, and complete engine, hull, rigging, and sail repairs are available at Sag Harbor; a 30-ton mobile hoist, near the inner end of the breakwater, can haul out craft up to about 60 feet.

(183) **Smith Cove**, a small bight on the south side of Shelter Island, is a good anchorage for small craft in northerly weather. Depths range from 11 to 30 feet. A marina on the west side of the cove can provide moorings, limited berths, gasoline, electricity, water, and some marine supplies. In June 1981, a depth of 6 feet was reported alongside the pier at the marina. A ferry operates between **South Ferry** on the southwest side of the cove to **North Haven Peninsula**.

(184) **West Neck Harbor** and **West Neck Bay** are shallow bodies of water on the southwest side of Shelter Island. In June 1989, it was reported that a depth of 2 feet could be carried over the bar and into the harbor from Shelter Island Sound. The entrance is close eastward of the seaward end of a peninsula, marked by a private lighted buoy, that separates the harbor from the sound, and the channel follows along the north side of this peninsula. The channel is marked by private buoys. The harbor has numerous private landings. A boatyard with a marine railway can handle craft up to 40 feet for hull and engine repairs. Berths, gasoline, water, ice, a launching ramp, and some marine supplies are available.

(185) A special anchorage is in West Neck Harbor. (See 110.1 and 110.60 y-1, chapter 2, for limits and regulations.)

(186) **Noyack (Noyac) Bay** is between North Haven Peninsula and Jessup Neck and southward of the western end of Shelter Island. No dangers will be encountered if the shores are given a berth of 0.4 mile.

(187) **Mill Creek**, in the southern part of Noyack Bay, is entered through a privately dredged channel that leads to a basin. The channel is marked by private seasonal lights and buoys. In June 1981, the reported controlling depths were 8 feet in the channel and 6 feet in the basin. A clubhouse on the west side of the entrance is prominent. Small-craft facilities in the creek can provide berths, electricity, gasoline, water, ice, storage, a launching ramp, marine supplies, and hull and engine repairs; a 25-ton mobile hoist is available.

(188) **Jessup Neck** is a long narrow strip, partly high and wooded, separating Noyack Bay from Little Peconic Bay. The north end of the neck is a sandspit from which a shoal with 4 to 12 feet over it extends nearly 0.4 mile north-northwestward. A lighted buoy marks the outer end of the shoal area.

(189) A shoal with depths of 5 to 7 feet extends 1.5 miles southwestward from **Great Hog Neck**, on the northwest side at the entrance to Little Peconic Bay; this shoal is marked by a buoy.

(190) Heavy tide rips occur southeast of Great Hog Neck during the flood with a southwesterly wind. At such times, small craft can avoid the worst of them by favoring the shore on the northwest side of the passage.

(191) **Richmond Creek** and **Corey Creek** are at the head of **Hog Neck Bay**. A depth of about 7 feet can be taken in the privately dredged channel leading to a basin in Richmond Creek; the channel is marked by private seasonal buoys. In 1964, the dredged channel leading into and connecting with small boat channels in Corey Creek had a controlling depth of 7 feet. Controlling depths in the small-boat channels inside Corey Creek were 5½ to 6 feet. The entrance channel is marked by private buoys.

(192) **Little Peconic Bay** is about 5 miles long. The south-
 east shore of the bay is clear if given a berth of 0.4 mile, but
 shoals extend 0.6 mile from the south end of the bay.

(193) An aquaculture site, marked by private seasonal
 buoys, is at the south end of Little Peconic Bay about 1 mile
 north-northwest of the entrance to North Sea Harbor.

(194) A prominent sandy bluff, known locally as **Holmes
 Hill**, is just west of the entrance to **North Sea Harbor**. In
 June 1981, the reported controlling depth through the
 dredged channel into the harbor was 4 feet. The channel is
 marked by private seasonal buoys and by a private seasonal
 light at the entrance. This is an excellent harbor of refuge
 for small craft with drafts not exceeding 3½ feet. The bot-
 tom is soft with good holding ground.

(195) A marina in the harbor has gasoline, ice, water, some
 marine supplies, and a lift that can handle craft to 10 tons;
 hull and engine repairs can be made.

(196) **Wooley Pond**, 1 mile northeastward of North Sea
 Harbor, is entered through a dredged channel which, in
 June 1981, had a reported controlling depth of 6 feet. The
 channel is marked by private seasonal buoys and by a pri-
 vate seasonal light on the north side of the entrance.

(197) A marina in the pond can provide berths, electricity,
 gasoline, water, ice, storage, marine supplies, and hull and
 engine repairs; a 45-foot marine railway and a 12-ton forklift
 are available. In June 1981, depths of 5 to 6 feet were re-
 ported available at the marina.

(198) **Nassau Point**, the long neck on the northwest side of
 Little Peconic Bay, has high bluffs on the eastern side. A
 shoal with little depth over it extends 0.5 mile southward
 from Nassau Point and is marked by a lighted buoy.

(199) **Cutchogue Harbor**, between Nassau Point and New
 Suffolk, is used by local boats drawing 6 to 10 feet. On the
 east shore of the harbor, northwestward of Nassau Point,
 three channels leading into the ponds have been dredged by
 private interests. At the middle of the three channels, 0.9
 mile northwest of the extremity of Nassau Point, are several
 private wharves. The channel leads between two jetties, and
 a depth of about 3 feet can be carried into the pond and 1
 foot to some of the wharves.

(200) **Haywater Cove**, **Broadwater Cove**, **Mud Creek**, and
East Creek, used by local interests and sharing a common
 entrance, are at the head of Cutchogue Harbor. The en-
 trance channel and the channels through these waterways
 have been privately dredged. The controlling depths are: 6
 feet reported in the entrance channel in July 1981, thence 7
 feet in Haywater Cove, Broadwater Cove, and Mud Creek,
 and 6 feet in East Creek in 1966. Shoaling is reported to oc-
 cur in these areas; caution is advised.

(201) A depth of 8 feet can be taken within 100 feet of the
 wharves at **New Suffolk** by passing eastward and about 200
 yards northward of the buoy westward of Nassau Point and
 steering westward for the wharves. A small basin, with a
 depth of about 8 feet reported in 1981, is northward of the
 wharf. In July 1981, shoaling to 2 feet was reported in the
 southern part of Cutchogue Harbor, about 0.4 mile east of
 New Suffolk.

(202) A larger basin at the north end of New Suffolk, lo-
 cally known as **School House Creek**, extends to the high-
 way. The entrance channel is protected by a short rock jetty,
 covered at high water, on the south. The depth to the boat-
 yard at the head of the basin was reported to be about 4 feet
 in June 1981. Berths, gasoline, storage, marine supplies, hull
 and engine repairs, and a 30-ton mobile hoist are available
 at the boatyard.

(203) **Wickham Creek**, locally known as **Boatmens Harbor**,
 0.7 mile north of New Suffolk, is entered through a privately
 dredged entrance channel with a reported controlling depth

of 6 feet in July 1981. The channel is marked by private sea-
 sonal buoys and bush stakes. Gasoline, water, ice, storage, a
 launching ramp, and some marine supplies are available in
 the basin. A flatbed trailer can haul out craft to 32 feet.

(204) In southeast gales, local craft of less than 6-foot draft
 seek shelter in the small cove, locally known as **Horseshoe
 Cove**, in the northeast part of Cutchogue Harbor.

(205) The through channel in **North Race**, northward of
Robins Island, is marked and used only by light-draft boats.
South Race, the channel southward of Robins Island, has a
 controlling depth of about 13 feet and is marked by buoys.

(206) An aquaculture site, marked by private buoys, is 0.6
 mile southwest of the south end of Robins Island.

(207) Tide rips occur between the mainland and the south
 end of Robins Island when the tidal current sets against the
 wind.

(208) **Great Peconic Bay**, about 5 miles in diameter, is used
 mostly by local motorboats from Shinnecock Canal and by
 yachts. The bay is generally clear, but extensive shoals make
 off from the shores, except on its south side. Shinnecock Can-
 al, the entrance from the south, is described in chapter 10.

(209) **Rodgers Rock**, about 1.3 miles west-southwestward
 of **Cow Neck** and about 1.2 miles south-southwest of Robins
 Island, has a depth of 6 feet over it and is marked on the
 northeast side by a buoy. **Robins Island Rock**, 0.8 mile west-
 ward of the south end of Robins Island, is awash at low
 water. It is marked by a buoy. Caution is recommended in
 this vicinity.

(210) **Sebonac Creek**, on the southeast side of Great
 Peconic Bay, is used extensively by yachts, and serves as a
 yacht harbor for the town of Southampton. A privately
 dredged channel, marked by private seasonal lights and
 buoys, leads into the creek and had a reported controlling
 depth of 8 feet in June 1981. The landings are at **West Neck**,
 a small settlement northeastward of **Ram Island** in **Bullhead
 Bay**. An obstruction buoy is locally maintained during the
 summer to mark a rock, covered 1½ feet, about 100 feet
 westward of the town landing. In June 1981, a reported
 depth of 5 feet could be carried to the town landing. A 5
 mph speed limit is enforced.

(211) **Cold Spring Pond**, about 1.6 miles southwestward of
 Sebonac Creek and 1.1 miles eastward of Shinnecock Canal
 entrance, is entered through a privately dredged channel
 which had a reported depth of 2 feet in June 1981. The en-
 trance channel to the pond is marked by a private seasonal
 light and buoy. An overhead power cable at the entrance to
 the pond has a clearance of 34 feet.

(212) **James Creek**, on the north shore of Great Peconic
 Bay opposite the entrance to Shinnecock Canal, is entered
 through a privately dredged channel that had a reported
 controlling depth of 6 feet in 1981. The entrance is marked
 by private seasonal buoys. Small-craft facilities on the creek
 can provide berths, gasoline, storage, launching ramps, and
 hull and engine repairs. A flatbed trailer can haul out craft
 to 30 feet.

(213) **South Jamesport** is a village on **Miamogue Point**, 3.4
 miles southwestward of James Creek. Local knowledge is
 necessary to avoid the shoals in this area, and strangers
 should take soundings frequently to keep in the best water.
 A small-craft facility at South Jamesport can provide berths,
 electricity, gasoline, water, ice, launching ramps, storage,
 marine supplies, and hull and engine repairs; a 25-ton mo-
 bile hoist is available. In June 1981, a reported depth of
 about 8 feet could be taken to the facility. The town has rail-
 road passenger and bus service.

(214) **Peconic River** empties into the western end of **Fland-
 ers Bay**, about 1.5 miles westward of South Jamesport. The

river is entered through a dredged channel marked by private seasonal lights that leads from Flanders Bay to the head of navigation at **Riverhead**, about 2.4 miles above the channel entrance. The dredged channel is approached from deep water in Great Peconic Bay through a marked channel. In August-September 1981, the dredged channel had a centerline controlling depth of 4½ feet. A fixed highway bridge with a clearance of 25 feet crosses the river about 0.9 mile above the mouth.

(215) **Flanders Bay** is the scene of considerable small boat activity. A yacht club is at Riverhead; limited berths, electricity, and water are available.

(216) **Meetinghouse Creek, Terrys Creek, and Reeves Creek**, which empty into the northwestern part of Flanders Bay, are entered through privately dredged channels. In June 1981, the channels had reported controlling depths of 5 feet. The entrance channel leading to, and connecting with, Terrys Creek and Meetinghouse Creek is marked by private seasonal buoys and a private seasonal light. A marina is on Meetinghouse Creek. Berths, electricity, gasoline, water, ice, a 5-ton forklift, 30-ton mobile hoist, launching ramp, storage facilities, and hull and engine repairs are available. In June 1981, a reported depth of 7 feet was available at the marina.

(217) **Reeves Bay**, on the southwest side of Flanders Bay, is entered through a privately dredged channel that leads to the town of **Flanders** on the south side of the bay. In June 1981, the channel had a reported controlling depth of 4 feet. Other dredged channels lead from the entrance channel into several arms of the bay. A boatyard at Flanders has gasoline, storage facilities, marine supplies, and a 10-ton marine railway; hull and engine repairs can be made.

(218) **Chart 13214.—Fishers Island Sound** extends between the mainland of Connecticut and Fishers Island, and forms one of the entrances into Long Island Sound that is used to some extent by light tows and other vessels up to 14-foot draft. The sound has numerous shoals and lobster trap buoys, and the entire area is exceedingly treacherous, characterized by boulder patches that rise abruptly from deep water. Vessels should follow the deeper channels between the shoals and proceed with caution if obliged to cross shoal areas. In general, all shoal spots or abrupt changes of depth are indications of boulders and should be avoided as anchorages.

(219) **Tides and currents.**—In **Watch Hill Passage** the tidal currents are strong and necessitate caution in navigating. Buoys may be towed under. The flood current sets nearly in the direction of the channel, but has a tendency to northward and the ebb a tendency to southward. The northerly and southerly set is more marked between **Napatree Point** and **Latimer Reef Light**.

(220) In **Sugar Reef** and **Catumb Passages** the tidal currents set obliquely across the axis of the channel. The flood sets northwestward and the ebb southeastward. The tidal currents in Sugar Reef Passage are about the same velocity as in Watch Hill Passage, but are stronger in Catumb Passage.

(221) In **Lords Passage** the tidal currents set diagonally across the channel and have a velocity of nearly 2 knots, the ebb being greater than the flood.

(222) In the main channel of **Fishers Island Sound**, the flood sets westward and the ebb eastward. In the main channel between **Napatree Point** and **Wicopeset Island**, the velocity of flood is 1.7 knots and ebb 2.2 knots. The flood sets 284° and the ebb 113°.

(223) In the channel south of **Ram Island Reef**, the velocities of flood and ebb are 1.3 and 1.6 knots, respectively. The

flood sets 255° and the ebb 088°. The direction and velocity of the current are affected by strong winds that may change the duration of flood or ebb.

(224) The strong tidal currents prevent the formation of heavy local ice, except in shoal tributaries. The only ice to give trouble is that set in from Long Island Sound by wind and current. The ice formations in **Little Narragansett Bay** are sufficiently heavy to be destructive to structures exposed to them.

(225) On the south side of **Fishers Island Sound**, off the north side of **East Point** on Fishers Island, are **Seal Rocks**, partly bare at low water and marked by a buoy. A rocky patch covered 11 feet and marked by a buoy is about 500 yards northeastward of Seal Rocks. **Youngs Rock**, about 0.4 mile westward of Seal Rocks, has about 1 foot over it and is marked by a buoy. A rocky patch extends about 400 yards to the east-northeastward.

(226) **East Harbor** and **Chocomount Cove**, in the north shore of Fishers Island, are sometimes used as anchorages by small craft. There is considerable foul ground in East Harbor and in the approach to Chocomount Cove. The harbor and cove are exposed to northerly winds. A former Coast Guard Station with a boathouse and dock is prominent near the south side of East Harbor. Several small private piers with about 6 feet at their ends are in East Harbor.

(227) The north shore of Fishers Island from East Harbor around into West Harbor has several private landings.

(228) **East Clump** is a cluster of rocks partly bare at high water and marked by a buoy about 0.8 mile north of Fishers Island. From East Clump for some 2.8 miles westward to **North Dumpling**, there are rocky islets and dangers which must be avoided. These are 0.5 to 0.8 mile off the Fishers Island shore, and most are buoyed. **North Dumpling**, an islet marked by a light and fog signal, is surrounded by rocks awash and foul ground. **Seafflower Reef**, marked by a light, is near the middle of the western entrance of Fishers Island Sound and 0.8 mile northwestward of North Dumpling Light.

(229) **West Harbor**, on the north side of Fishers Island southeastward of North Dumpling Light, affords shelter from southerly winds. In April 1986, the dredged channel leading into the harbor along the west shore had a controlling depth of 12 feet. Foul ground extends across the entrance of West Harbor to near the eastern edge of the dredged channel; the northern limits of the foul ground are buoyed.

(230) A yacht club wharf and another small-craft facility are on the southwest side of the harbor. Gasoline, diesel fuel, water, ice, and hull and engine repairs are available. A marine railway can handle craft up to 40 feet. The head of the harbor is used by boats drawing less than 5 feet which enter by the narrow unmarked channel southward of **Goose Island**.

(231) **Hay Harbor**, at the west end of Fishers Island, is used by small craft.

(232) **Silver Eel Cove (Silver Eel Pond)** is on the west side of Fishers Island, 0.6 mile northeastward of Race Point. The entrance, about 75 feet wide and jettied, is marked by a private light and has a depth of about 13 feet, with similar depths inside. Submerged fender pilings are reported on both sides of the entrance. Dolphins are on the northeast side of the cove, and the channel is clear between them and the wharves on the southwest side. Vessels must go to the wharves as there is no room for anchorage. There is very little dockage available. The entrance is difficult with northwesterly or westerly winds. A lighted bell buoy is about 450 yards off the entrance. A ferry which operates between Fishers Island and New London lands here. During the summer,

a Coast Guard unit is stationed inside the entrance to the cove.

(233) On the north side of Fishers Island Sound are: Little Narragansett Bay, and Pawcatuck River leading to the towns of Westerly and Pawcatuck; Stonington Harbor and the town of Stonington; and Mystic Harbor leading to the towns of Noank and Mystic.

(234) **Napatree Beach**, 1.3 miles long between Watch Hill Point and Napatree Point, is bare. **Sandy Point**, about 1.4 miles north-northwestward of Napatree Point, is at the northwestern end of a long and narrow sand island in Little Narragansett Bay. An extensive sandspit makes off from the northeasterly and southwesterly sides of the island; give these areas a good berth. The island is subject to continual change; caution is advised.

(235) **Napatree Point Ledge**, a boulder reef with little depth, extends nearly 0.4 mile southward of the point. It is marked by a lighted bell buoy. A sunken wreck is about 0.3 mile eastward of the ledge in about 41°18'N., 71°53'W.

(236) The west side of Napatree Point should not be approached closer than 175 yards to avoid a stone jetty which is covered at high water. Between Napatree Point and the Stonington outer breakwater is an extensive flat on which the depths are 3 to 10 feet, rocky bottom. **Middle Ground**, the western part of the flat, is marked by the outer breakwater, which has a light at its western end. A fog signal is at the light.

(237) A depth of 17 feet can be taken to an anchorage inside this breakwater, giving the light on the breakwater a berth of more than 250 yards. In anchoring, give the inside of the breakwater a berth of over 300 yards to avoid shoals and fishweirs. This anchorage provides good shelter except in southwesterly and westerly winds, although it is seldom used.

(238) **Little Narragansett Bay**, at the eastern end of Fishers Island Sound, is entered at its extreme western end southward of Stonington Point. The channel, with dredged sections, extends generally southeasterly across the bay into Pawcatuck River to Westerly. In December 1989, the controlling depth was 4½ feet from the entrance to Little Narragansett Bay to the entrance to Pawcatuck River, except for shoaling to bare in the middle of the dredged channel section near the turn opposite Little Narragansett Bay Entrance Lighted Buoy 3. Deep water is available, with local knowledge, north of the channel opposite the shoal. In March-April 1983, the controlling depth was 8 feet (10 feet at midchannel) to Certain Draw Point (41°20'33"N., 71°49'52"W.), thence 4 feet (7 feet at midchannel) for about 1.7 miles to a point in about 41°22.1'N., 71°50.1'W., thence 3½ feet at midchannel to Westerly. The channel is well marked.

(239) Caution should be exercised in entering Little Narragansett Bay. Shoal water extends for about 200 yards off **Stonington Point**, and the shoal area north of **Sandy Point** is subject to continual change. Strangers are advised to obtain local information before entering because of rocks and shoal water near the edges of the channel.

(240) In the dredged channel northward of Sandy Point, the currents have a velocity of 1.3 knots. The flood sets eastward and the ebb westward. (See the Tidal Current Tables for predictions and Tidal Current Charts, Block Island Sound and Eastern Long Island Sound, for hourly velocities and directions.)

(241) **Watch Hill Cove**, in the southeastern part of Little Narragansett Bay, is used by small craft. In September-October 1978, the buoyed dredged channel leading to the cove had a controlling depth of 7½ feet (9 feet at midchannel). Depths of 5½ to 10 feet are inside the cove and at the

wharves. A **special anchorage** is in the cove. (See 110.1 and 110.47, chapter 2, for limits and regulations.)

(242) A yacht club and town dock are in Watch Hill Cove; berths, guest moorings, electricity, diesel fuel, and water are available. In July 1981, a depth of 10 feet was reported at the face of the town dock.

(243) **Pawcatuck River**, entered just south of **Pawcatuck Point**, extends about 4 miles to Westerly.

(244) About 1 mile above the entrance to Pawcatuck River the **tidal current** has a velocity of 0.6 knot on flood, and 0.5 knot on the ebb. The river is generally closed by ice from January to March.

(245) **Colonel Willie Cove**, 0.5 mile above Pawcatuck Point, has a boatyard with a marine railway that can handle craft up to 45 feet for hull and engine repairs. Berths, electricity, gasoline, water, ice, launching ramp, storage facilities, marine supplies, and a 20-ton crane are also available. In July 1981, a reported depth of 4 feet could be carried in the cove to the boatyard.

(246) A **special anchorage** is in **Thompson Cove**, 2 miles above Pawcatuck Point. (See 110.1 and 110.48, chapter 2, for limits and regulations.) A yacht club pier is in the cove. Private seasonal buoys mark the approach to the pier.

(247) **Westerly**, 4 miles above Pawcatuck Point, is an important manufacturing town.

(248) There are numerous small-craft facilities along both sides of the Pawcatuck River and at the head at Westerly and Pawcatuck, just across the river. The largest marine railway in the area is at Avondale and it can handle craft to 55 feet. Berths, electricity, gasoline, diesel fuel, water, ice, storage facilities, launching ramps, lifts, and marine supplies are available. Depths of 7 to 9 feet are reported at the town dock at Pawcatuck.

(249) **Wequetequock Cove** is a shallow cove at the northern end of Little Narragansett Bay. A narrow unmarked channel leads eastward of **Elihu Island** into the cove. A depth of about 4 feet can be taken as far as **Goat Island**, about a mile above Sandy Point. A fixed railroad bridge with a clearance of 6 feet crosses the cove about 0.2 mile above Goat Island. A small-craft facility is on the west side of the cove near the head. Berths, gasoline, storage facilities, launching ramp, 4-ton forklift, marine supplies, and hull and engine repairs are available. In July 1981, a reported depth of 2 feet could be carried to the facility.

(250) **Stonington Harbor**, 3 miles northwestward of Watch Hill Point, is protected by breakwaters on each side. Each of the breakwaters is marked at its seaward end by a light. The controlling depth to the inner harbor is about 11 feet. Anchorage can be selected inside the west breakwater in depths of 15 to 18 feet, taking care to keep the south end of Wamphassuc Point bearing northward of 270°. Vessels drawing up to 8 feet can find anchorage in the inner harbor. A rock that bares at low water is about 50 yards southward of the fishing wharf and is marked by a private buoy. **Special anchorages** are in Stonington Harbor. (See 110.1 and 110.50, chapter 2, for limits and regulations.)

(251) Stonington Harbor is approached from southeastward and westward. Vessels with local knowledge sometimes cross Noyes Shoal from southwestward. The southeastern approach is best, with fewer dangers, and the navigational aids serve as excellent guides to avoid them. In daytime with clear weather, no difficulty should be experienced in entering any of the approaches.

(252) From southeastward, the course from south of Napatree Point Ledge should be west-northwestward until off the buoy at the southwest end of Middle Ground, from which a northerly course can be shaped past the breakwater lights and into the harbor.

(253) From southwestward, a northeasterly course can be shaped from the lighted bell buoy south of Ram Island Reef to south of White Rock, and thence eastward past the north side of Noyes Rock to the harbor.

(254) The inner breakwater, about 400 yards northward of Stonington Point on the east side of the entrance, extends westward about 250 yards and is marked by a light.

(255) Stonington is on the east side of the harbor. Traffic is mostly fishing and recreational craft. The wharves have depths of 7 to 12 feet alongside. Following southerly weather, a surge is felt by vessels tied to the southern side of the seaward pier.

(256) A boatyard is in the northeast part of the harbor. Berths, electricity, gasoline, diesel fuel, water, ice, storage, 40-ton lift, marine supplies, and hull, engine, and electronic repairs are available. In July 1981, a reported depth of 7 feet could be carried to the yard. A harbormaster is at Stonington.

(257) A railroad causeway, with two fixed spans each having a clearance of 4 feet, crosses Stonington Harbor 0.4 mile above Stonington. Overhead power cables at the openings have clearances of 41 feet.

(258) Noyes Rock, 0.4 mile southward of Wamphassuc Point, has a least depth of 8 feet. Noyes Shoal, with 8 to 17 feet over it, is nearly 1.5 miles long in a west-northwesterly direction; it is marked by a bell buoy near its eastern end.

(259) Latimer Reef, about 0.6 mile south of Noyes Shoal, is a very broken and rocky area 0.4 mile long. It is marked by a light at its west end and a buoy at its east end. The eastern end of the reef has a least found depth of 6 feet.

(260) Latimer Reef Light (41°18.3'N., 71°56.0'W.), 55 feet above the water, is shown from a white conical tower, brown midway of its height, on a brown cylindrical foundation. A fog signal is at the light.

(261) A detached 11-foot spot, marked by a buoy, is about 0.4 mile northeast of Latimer Reef Light.

(262) Eel Grass Ground, about 0.8 mile northwestward of Latimer Reef Light, is a shoal with a least depth of 4 feet, marked by buoys. White Rock, about 0.8 mile northeastward of Eel Grass Ground, is bare and prominent. Red Reef, covered 1 foot, is 0.2 mile north of White Rock and marked by a buoy. Ellis Reef, 0.4 mile northwestward of Eel Grass Ground, is marked on its east side by a daybeacon.

(263) Mason Island, 2.5 miles west of Stonington Harbor, is joined to the mainland by a fixed bridge with an 18-foot span and a clearance of 3 feet; the sound end of the island is strewn with boulders. A special anchorage is on the east side of Mason Island. (See 110.1 and 110.50a, chapter 2, for limits and regulations.) An anchorage for small craft is on the west side of the south end of Mason Island where depths range from 8 to 11 feet; caution and local knowledge are required to use this anchorage because of the boulders in the area. A dangerous rock is off the east side of Mason Point, the southern extremity of Mason Island, in 41°19'21.6" N., 71°58'05.0" W.

(264) Enders Island, 0.3 mile eastward of the southern end of Mason Island, is connected to it by a fixed bridge with a 15-foot span and a clearance of 6 feet.

(265) Ram Island Reef, 1.8 miles westward of Latimer Reef Light, has two detached parts: the southerly section is covered 6½ feet and marked by a lighted bell buoy, and the northerly section, covered by 1 foot, is marked by a daybeacon. Passage between the reef and island is unsafe because of shoals.

(266) Ram Island, about 0.4 mile southwest of Mason Island, is wooded and grass-fringed. A shoal, on which are two rocky islets, extends about 0.2 mile northeastward from

Ram Island. Ram Island Shoal, extending nearly 0.5 mile westward from Ram Island, has little water over it and many rocks bare at low water. Whaleback Rock and the islet 300 yards northwestward of it are bare.

(267) The narrow but deep channel along the north side of Ram Island Shoal is the easterly entrance to Mystic Harbor. Between the shoal and Groton Long Point is an area of foul ground and several dangerous rocks, including Whale Rock, which bares at low water, at the northwesterly end of Ram Island Shoal. This rock is marked by a seasonal lighted buoy. Leading across the shoal is the buoyed channel, good for about 11 feet, which is used by vessels entering Mystic Harbor from westward.

(268) A rock covered 12 feet is 400 yards eastward of Groton Long Point; about 0.5 mile southerly of that rock is Intrepid Rock, with 13 feet over it and marked by a buoy, which should be avoided. Mouse Island, marked by several dwellings, is 150 yards southwestward of Morgan Point.

(269) In November 1983, a rock, covered about 2 feet, was reported 0.2 mile west of Mouse Island in about 41°18'52"N., 71°59'50"W.

(270) Morgan Point, on the west side at the entrance of Mystic Harbor, is marked by an abandoned light tower. A privately maintained and marked channel leading to the piers in West Cove at Noank westward of the point had a least depth of 4 feet reported in July 1981.

(271) Groton Long Point, on which is a summer settlement, is about 0.9 mile southwestward of Morgan Point. A reef extends nearly 300 yards southwestward from the point and is marked by a buoy. About 0.3 mile to the west a rock awash at low water is 175 yards off the southwest end of Groton Long Point. It is marked by a buoy.

(272) Mystic Harbor, about 6 miles westward of Watch Hill Point, is the approach to the towns of Noank and Mystic. A channel with two dredged sections leads from Fishers Island Sound through Mystic Harbor to the Mystic Seaport Museum Wharf, 0.6 mile northward of the highway bridge at Mystic on the Mystic River. In August-October 1987, the midchannel controlling depths were 10 feet to the highway bridge, thence 8 1/2 feet to the head of the Federal project. The channel is marked by buoys and a light. In November 1984, shoaling and timber debris were reported in the channel in the vicinity of the railroad swing bridge below Mystic.

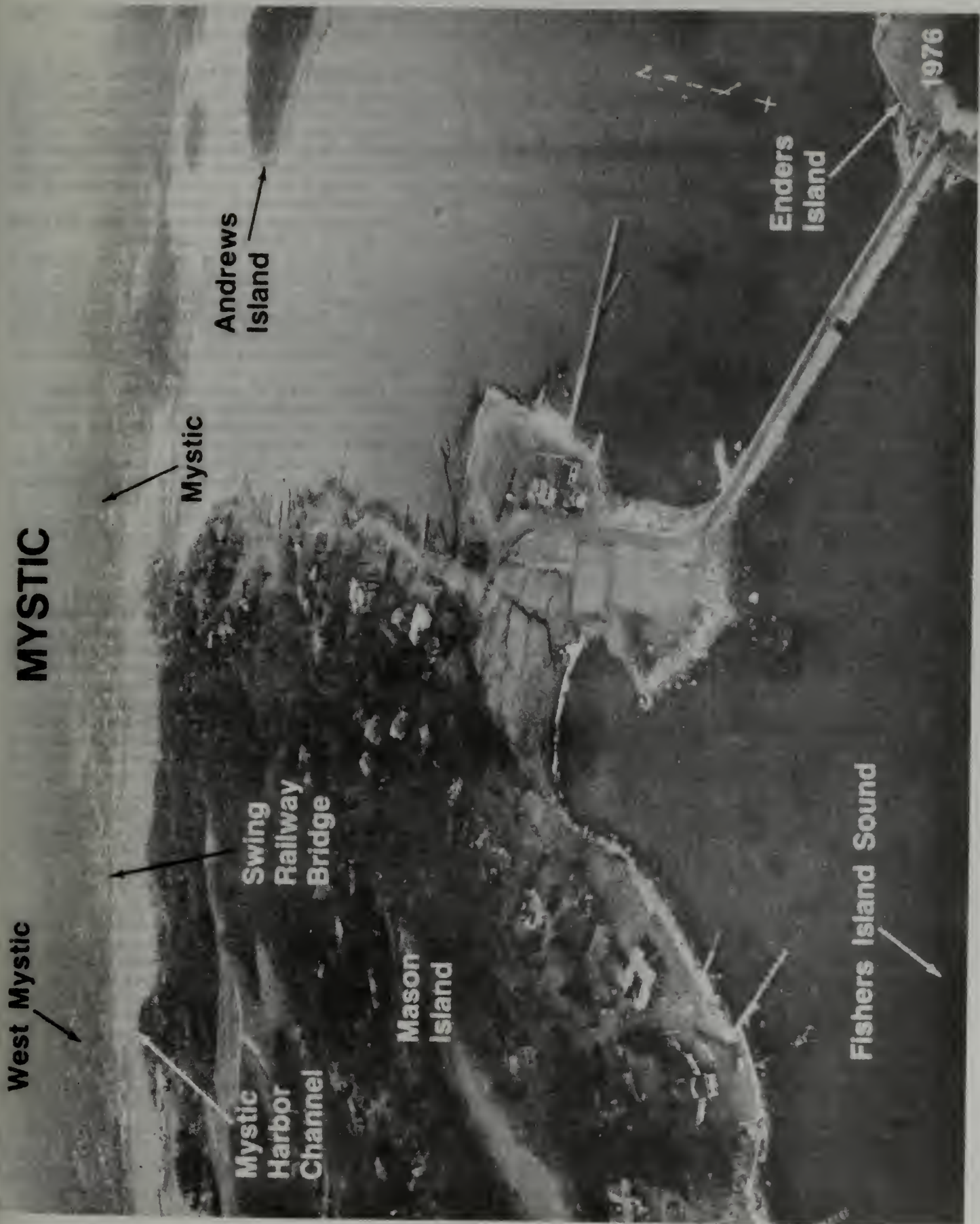
(273) Special anchorages are in Mystic Harbor. (See 110.1, 110.50b, and 110.50d, chapter 2, for limits and regulations.)

(274) Routes.—To enter from eastward, lay a west-northwesterly course from south of the lighted bell buoy marking Napatree Point Ledge for a little over 3 miles to about 400 yards south of the buoy marking the south end of Cormorant Reef. From here steer 261° for the abandoned light tower on Morgan Point in range with the north end of the northern rocky islet off the north end of Ram Island until Mason Point is abeam. Then follow the buoyed channel.

(275) From westward, proceed cautiously from about 100 yards or more southward of the buoy southward of Groton Long Point on an easterly course for about 0.5 mile to Mystic Harbor Channel Buoy 1, then steer a northerly course through the buoyed channel into Mystic Harbor, rounding Noank Light 5 at a distance of about 75 yards.

(276) Noank is a town on the west side of the channel through Mystic Harbor. The mean range of the tide is about 2.3 feet. There are several small-craft facilities at Noank and in West Cove. Berths, electricity, gasoline, diesel fuel, water, ice, storage facilities, launching ramps, 30-ton mobile lift, and marine supplies are available; hull, engine, sail, and electronic repairs can be made. A harbormaster is at Noank.

(277) Mystic River flows into Mystic Harbor from northward just below Mystic. The river is used by recreational



craft, the local fishing fleet, and by transient craft visiting Mystic Seaport. An anchorage area with depths of $3\frac{1}{2}$ to 7 feet is in the lower part of the river between Willow Point and Murphy Point. Ice usually closes the river during January and February.

(278) **Willow Point**, 0.6 mile below Mystic, has several small-craft facilities that can provide berths, electricity, water, ice, some engine parts, and marine supplies. A 12-ton crane and 30-ton mobile hoist are available; hull and engine repairs can be made.

(279) A channel, privately marked by daybeacons, leads from the vicinity of Willow Point for 0.3 mile in an easterly direction, thence about 0.4 mile northeastward to a marina on the west side of the mouth of **Pequotsepos Brook**, just below the Amtrak railroad bridge. Berths, electricity, water, ice, storage, marine supplies, a 12-ton mobile hoist, and hull and engine repairs are available. In July 1981, a reported depth of 4 feet could be carried in the channel to the marina.

(280) Several small-craft facilities are on the northern end of **Mason Island**. Berths, electricity, water, ice, storage facilities, marine supplies, 25-ton mobile hoist, and hull and engine repairs are available. In July 1981, a reported depth of 4 feet could be carried to the facilities.

(281) The Amtrak railroad bridge over Mystic River below Mystic has a swing span with a clearance of 8 feet. The U.S. Route 1 highway bridge at Mystic has a bascule span with a clearance of 4 feet. (See 117.1 through 117.59 and 117.211, chapter 2, for drawbridge regulations.) The bridgetenders monitor VHF-FM channel 13; call signs KJA-842 and KXR-912, respectively. In 1983, a railroad swing bridge with a design clearance of $8\frac{1}{2}$ feet was under construction immediately south of the railroad bridge; when completed it will replace the existing bridge.

(282) **Mystic**, a town about 2 miles above Noank, has several small-craft facilities. Berths, electricity, gasoline, diesel fuel, water, ice, marine supplies, storage facilities, mobile hoists, and marine railways up to 110 feet are available; hull and engine repairs can be made. A harbormaster is at Mystic.

(283) The **Mystic Seaport Museum** is about 0.6 mile above the highway bridge at Mystic. The whaler **CHARLES W. MORGAN**, full-rigged training ship **JOSEPH CONRAD**, and **Grand Banks** fishing schooner **L. A. DUNTON** are permanently moored at the museum and open to the public. Along the waterfront of the museum property, a mid-19th Century coastal village has been recreated with shops and lofts of that period. Collections of maritime relics are on exhibit in several formal museum buildings.

(284) Above the **Mystic Seaport Museum**, the channel is very narrow and is marked by privately maintained seasonal daybeacons; boats of about 5-foot draft can be taken to the **Narrows**, and thence depths are 1 and 2 feet to **Old Mystic**. Twin fixed highway bridges crossing the **Narrows** have clearances of 25 feet. The stream follows the east bank to the

next narrows and the west bank to a marina in the bight about 0.3 mile below **Old Mystic**.

(285) **Charts 13213, 13212, 13214.**—**Mumford Cove** is entered about 2 miles west of **Mystic Harbor**. A privately dredged channel leads northward from the entrance to the head of the cove; two spur channels lead eastward from the main channel, about 0.3 mile and 0.6 mile, respectively, above the entrance. The channels are marked by private seasonal buoys and daybeacons. In July 1981, the channels had a reported controlling depth of 2 feet.

(286) **Special anchorages** are in the cove. (See 110.1 and 110.50c, chapter 2, for limits and regulations.)

(287) **Venetian Harbor** is a yacht basin on the east side of the entrance to **Mumford Cove**. A channel 75 feet wide leads through stone breakwaters into a basin with depths of about 3 to 7 feet. A submerged jetty extends along the channel from the outer end of the east breakwater. The entrance to the harbor is marked by a light on the outer end of the west breakwater.

(288) **Horseshoe Reef**, 0.5 mile southward of **Mumford Cove** entrance, is awash at low water, and is marked by a buoy. Broken and rocky grounds extend from the reef to the shore eastward of **Mumford Point**.

(289) **Vixen Ledge**, with a depth of 10 feet and marked by a buoy, is about 1 mile west of **Horseshoe Reef**. **Pine Island** is bluff and grassy, about 1.3 miles west of **Mumford Point**. It is surrounded by shoal water and rocky bottom, and is marked off the southwest side by a lighted bell buoy. A rock, covered 7 feet, in $41^{\circ}18'35''$ N., $72^{\circ}03'17''$ W., is about 0.3 mile northwestward of **Vixen Ledge**.

(290) A **special anchorage** is on the north side of **Pine Island**. (See 110.1 and 110.51, chapter 2, for limits and regulations.)

(291) The cove indenting the mainland northward of **Pine Island** and eastward of **Avery Point**, is entered between **Avery Point** and westward of **Pine Island**. The entrance to the cove is marked by two buoys just inside and eastward of **Avery Point**. Depths shoal from about 10 feet in the entrance to about 1 foot at the head of the cove. A breakwater, marked at its end by a private light, extends southeasterly from the east end of **Avery Point**. A yacht club, marina, and State launching ramp are in the cove. An unmarked rock awash is about 500 yards 060° from the former lighthouse tower at **Avery Point**. Berths, guest moorings, gasoline, electricity, water, ice, marine supplies, and a 14-ton mobile hoist are available at the marina; hull and engine repairs can be made. In July 1981, a reported depth of 5 feet could be carried to the marina.

(292) **Special purpose buoys** maintained by the City of Groton show a speed limit of 5 m.p.h. in the area.

(293) A **special anchorage** is in the cove. (See 110.1 and 110.51, chapter 2, for limits and regulations.)

8. EASTERN LONG ISLAND SOUND

(1) This chapter describes the eastern portion of Long Island Sound following the north shore from Thames River to and including the Housatonic River, and then the south shore from Orient Point to and including Port Jefferson. Also described are the Connecticut River; the ports of New London, New Haven, and Northville; and the more important fishing and yachting centers on Niantic River and Bay, and in Westbrook Harbor, Guilford Harbor, Branford Harbor, and Mattituck Inlet.

(2) **COLREGS Demarcation Lines.**—The lines established for Long Island Sound are described in 80.155 chapter 2.

(3) **Chart 12354.**—Long Island Sound is a deep navigable waterway lying between the shores of Connecticut and New York and the northern coast of Long Island.

(4) In this region are boulders and broken ground, but little or no natural change in the shoals. The waters are well marked by navigational aids so that strangers should experience no difficulty in navigating them. As all broken ground is liable to be strewn with boulders, vessels should proceed with caution in the broken areas where the charted depths are not more than 6 to 8 feet greater than the draft. All of the more important places are entered by dredged channels; during fog, vessels are advised to anchor until the weather clears before attempting to enter. The numerous oyster grounds in this region are usually marked by stakes and flags. These stakes may become broken off and form obstructions dangerous to small craft. Mariners should proceed with caution especially at night.

(5) **Caution.**—Submarine operating areas are in the approaches to New London Harbor, Connecticut River, and off the northern shore of Long Island. As submarines may be operating submerged in these areas, vessels should proceed with caution.

(6) **Anchorage.**—New London Harbor is the most important of the anchorages sought for shelter in the eastern part of Long Island Sound. Niantic Bay and the approach between Bartlett Reef and Hatchett Reef are used to some extent by small vessels when meeting unfavorable weather or reaching the eastern part of the sound. Small vessels can select anchorage eastward or westward of Kelsey Point Breakwater, also in Duck Island Roads. Off Madison there is anchorage sheltered from northerly winds. New Haven Harbor is an important harbor of refuge.

(7) **Tides.**—The time of tide is nearly simultaneous throughout Long Island Sound, but the range of tide increases from about 2.5 feet at the east end to about 7.3 feet at the west end. Daily predictions of the times and heights of high and low waters for New London, Bridgeport, and Willets Point are given in the Tide Tables.

(8) The effect of strong winds, in combination with the regular tidal action, may at times cause the water to fall several feet below the plane of reference of the charts.

(9) **Currents.**—In the eastern portion of Long Island Sound the current turns from $\frac{1}{2}$ to $1\frac{1}{2}$ hours earlier along the north shore than in the middle of the sound.

(10) Proceeding westward from The Race in the middle of the sound, the velocity of current is 1.8 knots off Cornfield Point, about 1 knot off New Haven, 1 knot off Eatons Neck, 0.4 knot between Peningo Neck and Matinecock Point, and 0.5 knot eastward of Hart Island.

(11) About 1.5 miles east-southeastward of Barlett Reef, the velocity of flood is 1.2 knots and ebb 1.6 knots. The flood current sets 285° and the ebb 062° .

(12) At a point about 3 miles southward of Cornfield Point, the flood current sets 256° with a velocity of 2 knots and the ebb sets 094° with a velocity of 1.7 knots.

(13) About 1 mile north of Stratford Shoal (Middle Ground) Light, the velocity is 1 knot, the flood setting westward and the ebb eastward. (See Tidal Current Tables for predictions.) Current directions and velocities at various places throughout the eastern portion of Long Island Sound for each hour of the tidal cycle are shown on the Tidal Current Charts, Block Island Sound and Eastern Long Island Sound.

(14) **Weather.**—Weather is most favorable from mid-May to mid-October, when the most common hazards are thunderstorms and fog. There is also a rare threat of a tropical cyclone. During June, July and August on the average, there are 20 to 25 days per month with conditions generally considered ideal even for small boaters. Fog is most likely in spring and early summer. Fog, or the lack of it, at inland locations is not a guide to conditions in the Sound or its approaches. Areas along the coast, at the heads of bays and within rivers may be relatively clear, while offshore the fog is thick. For example, on exposed Block Island heavy fog is encountered about 10 to 12 percent of the time from April through August compared to 1 to 3 percent at Westhampton. Thunderstorms on the other hand are more likely over land, but can be viscous in the Sound, especially in a squall line preceding a cold front in spring and early summer. Winter winds are mostly out of the west through north, but gales blow less than 5 percent of the time in these somewhat sheltered waters. Waves are restricted by limited fetch except to the east. However, choppy conditions can create problems.

(15) **Ice.**—In ordinary winters the floating and pack ice in Long Island Sound, while impeding navigation, does not render it absolutely unsafe; but in exceptionally severe winters the reverse is true, none but powerful steamers can make their way.

(16) Drift ice, which is formed principally along the northern shore of the sound under the influence of the prevailing northerly winds, drifts across to the southern side and accumulates there, massing into large fields, and remains until removed by southerly winds, which drive it back to the northerly shore.

(17) In ordinary winters ice generally forms in the western end of the sound as far as Eatons Neck; in exceptionally severe winters ice may extend to Falkner Island and farther eastward.

(18) **Effects of winds on ice.**—In Long Island Sound northerly winds drive the ice to the southern shore of the sound and southerly winds carry it back to the northern shore. Northeasterly winds force the ice westward and cause formations heavy enough to prevent the passage of vessels of every description until the ice is removed by westerly winds. These winds carry the ice eastward and, if of long duration, drive it through The Race into Block Island Sound, thence it goes to sea and disappears.

(19) In New Haven Harbor, the influence of the northerly winds clear the harbor and its approaches unless the local formation is too heavy to be moved. Southerly winds force

the drift ice in from the sound and prevent the local formations from leaving the harbor. Tides have little effect upon the ice. Additional information concerning ice conditions in the waters adjoining Long Island Sound is given under the local descriptions.

(20) **Vessel Traffic Service (New York)**, operated by the U.S. Coast Guard, serves New York Harbor (see **161.501 through 161.580**, chapter 2, for regulations).

(21) **Pilotage, Long Island Sound.**—Pilotage is compulsory in Long Island Sound for foreign vessels and U.S. vessels under register.

(22) The pilot boat sets radio guard at least 1 hour before a vessel's ETA.

(23) Vessels to be boarded should provide a ladder 3 feet above the water on the lee side.

(24) Pilot services are generally arranged at least 24 hours in advance through ships' agents or directly by shipping companies.

(25) Pilotage, in the waters of Long Island Sound, is available from, but not limited to:

(26) **Sound Pilots, Inc.** (a division of Northeast Marine Pilots, Inc.), 243 Spring Street, Newport RI 02840, telephone 401-847-9050 (24 hours), 800-274-1216, FAX 401-847-9052, Cable RISPILOT, Newport. Pilot boats are RHODE ISLAND PILOT, 35-foot, black hull, white superstructure, word PILOT on sides; NORTHEAST I, 49-foot, black hull, white superstructure, word PILOT on sides; and NORTHEAST II, 49-foot, gray hull, gray superstructure, word PILOT on sides. The boat monitor channels 16, 10, 13, 14; work on 10.

(27) **Connecticut State Pilots** (a division of Interport Pilots Agency, Inc.), State Pier, New London, CT 06320, telephone 800-346-4877 or 908-787-5554, FAX 908-787-5538, cable PORTPILOTS. Pilot boats are CONNECTICUT PILOT, 65-foot, with blue hull, white superstructure; CONNECTICUT PILOT II, 47-foot, with blue hull, and white superstructure. The boat monitors channels 16 and 13, works on 11.

(28) **Constitution State Pilots Association**, 500 Waterfront Street, New Haven, CT 06512, telephone 800-229-7456 or 203-783-5991, FAX 516-582-6327. The pilot boat CONSTITUTION, is 65-foot, with black hull, white superstructure, and the word PILOT on sides. The boat monitors 16, 13, and 9A; works on 13 or 9A.

(29) **Long Island Sound State Pilots Association, Inc.**, 1440 Whalley Avenue, Suite 123, New Haven, CT 06515, telephone 203-772-0101, FAX 302-629-9392, Cable LISPILOT, New Haven. The pilot boat LONG ISLAND SOUND PILOT, is 46-foot, with black hull, white superstructure, and the word PILOT in black letters. The boat monitors channel 16; works on 11.

(30) See Pilotage, New London-Groton (indexed as such), this chapter; Pilotage, New Haven (indexed as such), this chapter; Pilotage, Bridgeport (indexed as such), chapter 9; Pilotage, Offshore Terminal, Northville-Riverhead (indexed as such), this chapter; see Pilotage, Offshore Terminal, Northport (indexed as such), chapter 9.

(31) **Charts 13213, 13212, 12372.**—**New London Harbor**, near the east end of Long Island Sound at the mouth of the **Thames River**, is an important harbor of refuge. Vessels of deep draft can find anchorage here in any weather and at all seasons.

(32) **Waterborne commerce** in New London Harbor and on the **Thames River** is chiefly in petroleum products, chemicals, lumber, pulpwood, and general cargo.

(33) **Security Zones** have been established in New London Harbor. (See **165.1 through 165.7, 165.30, 165.33, and 165.140**, chapter 2, for limits and regulations.)

(34) **New London** is a city on the west bank of **Thames River** about 2.5 miles above the mouth. The town of **Groton** on the east bank is connected to New London by a highway bridge and a railroad bridge. The main harbor comprises the lower 3 miles of **Thames River** from Long Island Sound to the bridges, and includes **Shaw Cove**, **Greens Harbor**, and **Winthrop Cove**. It is approached through the main entrance channel extending from deep water in Long Island Sound to deep water in the upper harbor. The harbor is generally used by vessels drawing 9 to 30 feet; the deepest draft entering is about 36 feet. Petroleum products, molasses, sulfuric acid, woodpulp, hemp fiber, coconut products, and lumber are the principal waterborne products handled at the port.

(35) **Greens Harbor**, a small-craft shelter just north of the entrance, has general depths of 6 to 17 feet. **Special anchorages** are in the harbor. (See **110.1 and 110.52**, chapter 2, for limits and regulations.)

(36) **New London Coast Guard Station** is at **Fort Trumbull**, on the west side of main channel northward of **Greens Harbor**.

(37) **Shaw Cove** is a dredged basin about 0.8 mile northward of **Greens Harbor**. In February 1986, the controlling depth was 15 feet in the entrance channel through the south draw of the bridge, thence depths of 11 to 15 feet were available in the basin. The railroad bridge over the entrance has a swing span with clearances of 6½ feet. (See **117.1 through 117.59 and 117.223**, chapter 2, for drawbridge regulations.)

(38) **Winthrop Cove**, northward of **Shaw Cove**, is part of the main waterfront channel. The fixed railroad bridge near the head of this cove has a clearance of 4 feet.

(39) **Prominent features.**—**New London Ledge Light** (41°18.3'N., 72°04.7' W.), 58 feet above the water, is shown from a red brick building on a square white pier on the west side of **New London Ledge**; a fog signal is sounded at the station.

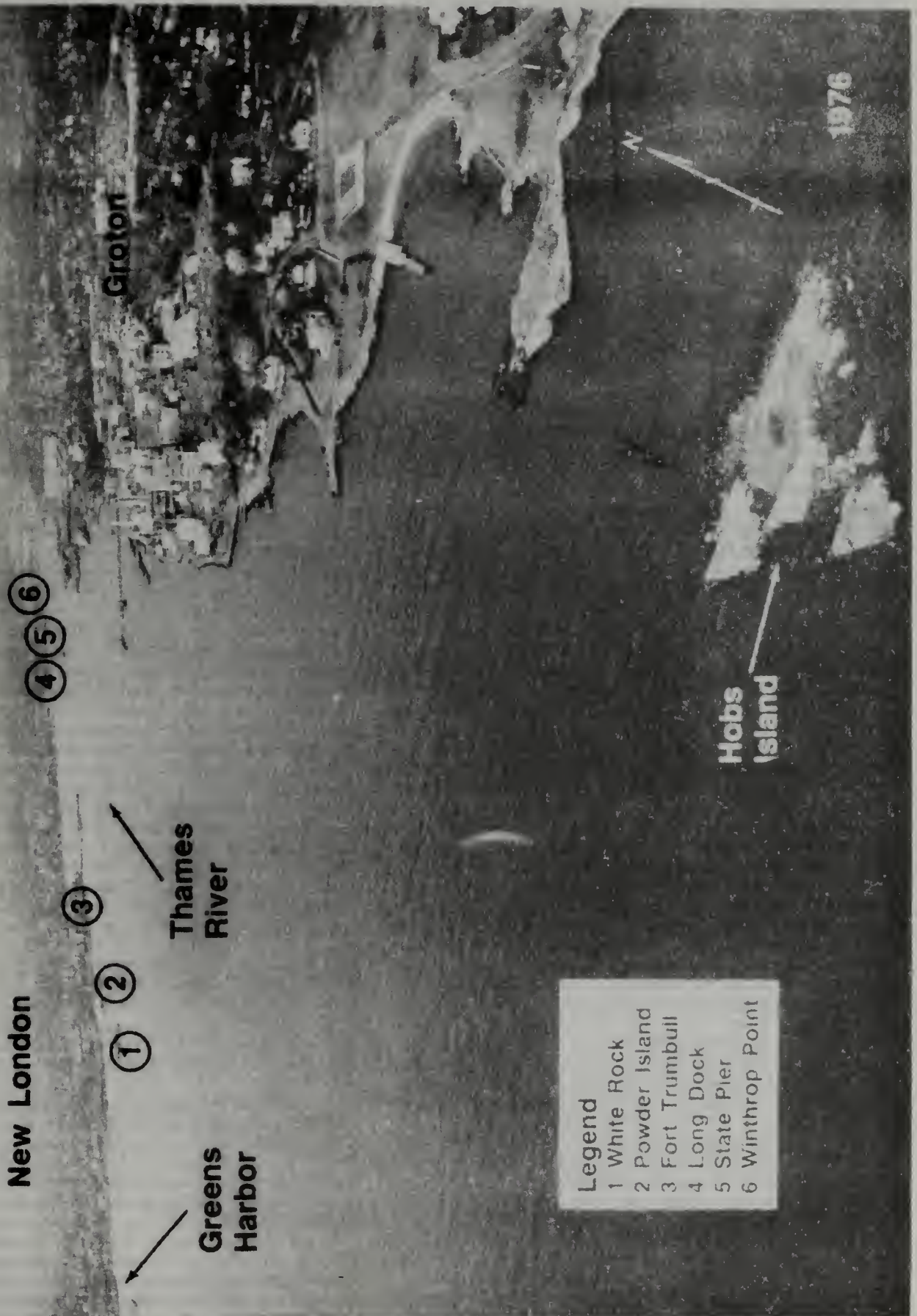
(40) Other prominent features in approaching **New London Harbor** are: **New London Harbor Light**, on the west side of the entrance channel; the training tank at the submarine base; the globular tank at **Fort Trumbull**; the monument at **Fort Griswold**; the microwave tower atop a building in downtown **New London**; the large sheds at the shipyard on the east side of the river opposite **Fort Trumbull**; and the highway bridge at **New London**.

(41) **Channels.**—A U.S. Navy project for **New London Harbor** provides for a channel 40 feet deep to **Fort Trumbull**, thence 38 feet to **State Pier No. 1**, thence 36 feet to the U.S. Navy Submarine Base. A Federal project provides for a channel 23 feet deep in the waterfront channels north of **Fort Trumbull** and in **Winthrop Cove**. (See Notice to Mariners and latest editions of the charts for controlling depths.) Lighted and unlighted buoys and a 354° lighted range mark the channel. The range does not mark the center of the lower end of the channel.

(42) **Pine Island Channel**, northeastward of **New London Ledge Light**, between **Pine Island** and **Black Ledge**, has a rocky and very broken bottom on which the least found depth is 10 feet. It is used some by local vessels between **New London Harbor** and **Fishers Island Sound**, but should be avoided by any vessel drawing more than 10 feet.

(43) **Anchorage.**—General and naval anchorages are in the approaches to, and in, **New London Harbor**. (See **110.1 and 110.147**, chapter 2, for limits and regulations.) Special anchorages are in **Greens Harbor** and in the vicinity of the U.S. Coast Guard Academy. (See **110.1 and 110.52**, chapter 2, for limits and regulations.)

NEW LONDON HARBOR



(44) **Dangers.**—On the west side of the approach to New London Harbor, foul ground extends about 1 mile from shore in the vicinity of **Goshen Point** (chart 13211). The southerly and southeasterly limits of this area are marked by buoys. The area has numerous rocky patches and boulders, some showing above water, and should be avoided by small craft. **Rapid Rock**, marked by a buoy on its southeast side, is about 1.6 miles southwestward of New London Ledge Light. It has a least depth of 11 feet. An unmarked ledge covered 38 feet is about 750 yards southeast of Rapid Rock and is the outermost shoal to the southward. **Sarah Ledge**, 0.7 mile northeastward of Rapid Rock and marked by a buoy, has a least depth of 16 feet and is the easternmost shoal on the west side of the main channel approach.

(45) On the east side of the main channel foul ground extends about 1 mile offshore. **New London Ledge**, marked by New London Ledge Light, has a least depth of 7 feet. **Black Ledge**, just to the northeastward of New London Ledge, has a rocky islet, 2 feet high, on it. Depths are 2 to 16 feet on the ledge. Buoys mark the shoal area.

(46) Broken ground fringes the shore southwestward of New London Harbor Light. Rocks with 2 to 11 feet over them extend about 0.2 mile from shore in the bight just southward of the light.

(47) **White Rock**, an islet in Greens Harbor, is 200 yards from the 18-foot curve on the western edge of the channel. **Hog Back**, a small ledge awash at low water, is 150 yards southwestward of White Rock and about 0.3 mile from the western shore, and is marked by two buoys. Rocks, covered 3 to 6 feet, are in the middle of the northern part of Greens Harbor. **Melton Ledge**, northward of White Rock, with one-half foot over it, is 125 yards eastward of **Powder Island** and is marked by a buoy; a rock awash is close westward of Melton Ledge.

(48) **Bridges.**—Four bridges cross the Thames River below Norwich: three near Winthrop Point and one about 0.2 miles southward of Fort Point. The first is the railroad bridge, which has a bascule span with a clearance of 30 feet. (See 117.1 through 117.59 and 117.224, chapter 2, for draw-bridge regulations.) The bridgetender of the railroad bridge monitors VHF-FM channel 13; call sign KT-5473. Just above it are two high-level fixed bridges with clearances of 135 feet, and 7.9 miles farther up the Thames is a fixed highway bridge with a clearance of 75 feet.

(49) Overhead power cables with a clearance of 160 feet cross the river about 5.5 miles below Norwich.

(50) **Tides and currents.**—The mean range of tide at New London is 2.6 feet. Daily predictions are given in the Tide Tables.

(51) The tidal currents follow the general direction of the channel and usually are not strong. At Winthrop Point, on the west side of the river at New London, the velocity is 0.4 knot, and at Stoddard Hill, about 6.5 miles above New London, 0.7 knot on the flood and 0.4 knot on the ebb. During freshets or when the river is high and the wind is from the north, the current can have considerable southerly set even on the flood. Current directions and velocities at various places on the Thames River for each hour of the tidal cycle are shown on the Tidal Current Charts, Block Island Sound and Eastern Long Island Sound.

(52) Ice obstructs navigation about 2 months each year above the naval station, which is some 5 miles above New London Ledge Light, but seldom forms below the station. In extremely severe winters, however, heavy ice from the sound, driven in by winds, has been known to extend about 1.8 miles above the entrance. Between New London and the mouth of the river small vessels may navigate with comparative safety in ordinary winters; and even in severe weather

it is rare that navigation for small vessels stops for more than a week. Steamers can nearly always enter and leave with safety. Drift ice sometimes forms a decidedly dangerous obstruction in the approaches through Long Island Sound during severe winters, especially during February and March; and small vessels are much hindered in their movements during January, February, and March.

(53) **Freshets** usually occur in the river in the spring. It is reported that they seldom exceed 2 feet above high water at Norwich.

(54) New London Harbor and Thames River are easy of access by day or night, but local knowledge is required to take drafts greater than 20 feet above the submarine base.

(55) **Pilotage, New London-Groton.**—Pilotage is compulsory in Long Island Sound for foreign vessels and U.S. vessels under register. See Pilotage, Long Island Sound (indexed as such), chapter 8. Pilotage for New London is available from: New London Connecticut Pilots Association (NLCPA), 239 Ocean Avenue, New London, CT 06320, telephone 203-443-4431 or 203-443-2401. Pilot boat JM5, 35-foot, red hull, white superstructure, word PILOT on sides. The boat monitors channel 13; works 18 and 79. A NLCPA pilot boards a ship about 2 miles south of New London Ledge Light. The NLCPA requests a 48-hour advance notice of arrival with updates at 24, 12, and 6 hours.

(56) Pilotage for New London is also available from Constitution State Pilots Association (CSPA), 500 Waterfront Street, New Haven, CT 06512, telephone 800-229-7456 or 203-783-5991, FAX 516-582-6327. Pilot boat CONSTITUTION is 65-foot, with black hull, white superstructure, and the word PILOT on sides. The boat monitors 16, 13, and 9A, works on 13 or 9A. The CSPA pilot will meet a New London bound vessel about 2 miles south of New London Ledge Light; also will meet a vessel off Montauk Point. See Pilotage Pickup Locations Off Montauk Point (indexed as such), chapter 7.

(57) Pilotage for New London is also available from Long Island Sound State Pilots Association, Inc. (LISSPA), 1440 Whalley Avenue, Suite 123, New Haven, CT 06515, telephone 203-772-0101, FAX 302-629-9392, Cable LISPILOT, New Haven. Pilot boat LONG ISLAND SOUND PILOT is 46-foot, with black hull, white superstructure, and the word PILOT in black letters. The boat monitors channel 16; works on 11. Among other locations, the LISSPA pilot will meet a ship off Montauk Point. See Pilotage Pickup Locations Off Montauk Point (indexed as such), chapter 7.

(58) Pilotage for New London is also available from Sound Pilots, Inc. (SPI) (a division of Northeast Marine Pilots, Inc.), 243 Spring Street, Newport, RI 02840, telephone 401-847-9050 (24 hours), 800-274-1216, FAX 401-847-9052, Cable RISPILOT, Newport, RI 02840. The pilot boats are NORTHEAST II, 49-foot, with grey hull and superstructure and the word PILOT on the side; or RHODE ISLAND PILOT, 35-foot, with black hull and white superstructure and the word PILOT on the side; or NORTHEAST I, 49-foot, similarly marked as the RHODE ISLAND PILOT. The SPI pilots meet a ship bound for a Long Island Sound port, off Point Judith, but will also meet a ship off Montauk Point by prearrangement. See Pilotage, Narragansett Bay and Other Rhode Island Waters (indexed as such), chapter 6, and Pilotage Pickup Locations Off Montauk Point (indexed as such), chapter 7.

(59) **Towage.**—Tugs to 3,200 hp are available at New London. Vessels usually proceed to the upper harbor without assistance, although a tug may be required when entering with a head wind and contrary current. Large vessels normally require tugs for docking and undocking.

(60) New London is a customs port of entry.

(61) **Quarantine, customs, immigration, and agricultural quarantine.**—(See chapter 3, Vessel Arrival Inspections, and appendix for addresses.)

(62) **Quarantine** is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.) New London has several hospitals.

(63) **Coast Guard.**—The Captain of the Port maintains an office at the New London Coast Guard Station. (See appendix for address.)

(64) **Harbor regulations** are in force for New London Harbor. The harbormaster has authority to berth vessels, shifting them if necessary, but occasion for doing so seldom arises.

(65) **Wharves.**—New London Harbor has more than 30 wharves and piers. Most of these facilities are used as repair berths, and for mooring recreational craft, fishing vessels, barges, ferries, and government vessels. Depths alongside these facilities range from 10 to 40 feet. Only the deep-draft facilities are described. For a complete description of the port facilities refer to Port Series No. 4, published and sold by the U.S. Army Corps of Engineers. (See appendix for address.) The alongside depths are reported; for information on the latest depths contact the private operator.

(66) **Amerada Hess Corp. Wharf** (41°20'09"N., 72°04'58"W.): on the east side of the river opposite Greens Harbor; T-head pier with 55-foot face, 960 feet of berthing space with dolphins; 40 feet alongside; deck height, 8 feet; pipelines to storage tanks; fresh water connection; railroad and highway connections; receipt and shipment of petroleum products and receipt of molasses; bunkering vessels; owned and operated by Hess Oil and Chemical Division, Amerada Hess Corp.

(67) **State Pier No. 1:** the more easterly of the two long piers southwestward of the Thames River bridges, about 1.3 miles northward of Amerada Hess Corp. Wharf; 200-foot face, 28 to 32 feet alongside; west side 1,000 feet, 28 to 36 feet alongside; east side 1,020 feet, 36 to 38 feet alongside; deck height, 10 feet; 20-ton crane; 153,000 square feet of covered storage, 5 acres open storage; electricity and potable and feed water connections on pier; railroad and highway connections; receipt and shipment of general cargo, wood-pulp, copper, hemp, and paper products and mooring naval vessels; owned by State of Connecticut, west side operated by New London Terminal Co., east side and face by U.S. Navy.

(68) **Supplies** of all kinds are available. Gasoline and diesel oil can be obtained from oil companies on 48 hours' notice by tank truck. Water is available at most of the piers, wharves, and marinas.

(69) **Repairs.**—A shipbuilding company at New London can perform all kinds of repairs on steel-hulled vessels. The company has a floating drydock in Winthrop Cove. The drydock has a length of 180 feet, width of 84 feet, and a lifting capacity of 2,000 tons.

(70) **Cranes** to 70 tons and floating derricks to 25 tons are available at New London.

(71) Several companies in New London are in the business of wrecking, salvage, and marine contracting work. They are equipped with pumps, divers' outfits, floating equipment, and other gear.

(72) **Small-craft facilities.**—There are numerous small-craft facilities in Greens Harbor and Shaw Cove. (See the small-craft facilities tabulation on chart 12372 for services and supplies available.)

(73) **Communications.**—New London has good railroad and bus communications. Automobile-passenger ferry service is available to Block Island, Fishers Island, and to Orient Point, Long Island.

(74) **Thames River** above New London has a dredged channel to Norwich, the head of navigation. In January-June 1978, the controlling depth was 35 feet from above the bridges at New London to the north end of the turning basin opposite Smith Cove, thence in August-September 1974, depths of 16 feet (23 feet at midchannel) to Stoddard Hill, and thence 18 feet to the turning basin at Norwich, and 11 feet in the turning basin. The channel is well marked by navigational aids.

(75) **Caution.**—The dikes along the Thames River from Easter Point (41°28.2'N., 72°04.5'W.) to Norwich are submerged at half tide.

(76) **Pilots** for the river are available at New London.

(77) **The U.S. Coast Guard Academy** is on the west side of Thames River about 1 mile north of the center of New London. The administration building, with its white tower and clock, and the lighted chapel spire are very prominent, but are not visible until almost abeam of the academy. Depths alongside the 410-foot-long academy pier are reported to be 17 feet at the face, 19 feet along the south side, and 15 to 17 feet on the north side.

(78) **The U.S. Naval Submarine Base** is on the east side of the Thames River about 2 miles above New London. The submarine escape training tank at the base, 143 feet high with a flashing white light atop, is prominent.

(79) **A restricted area** is off the U.S. Naval Submarine Base. (See 334.75, chapter 2, for limits and regulations.)

(80) Just below **Gales Ferry**, on the east side about 4 miles above the bridges, are the crew training quarters and boat-houses of Harvard and Yale Universities. Opposite Gales Ferry is the town of **Bartlett**, site of a prominent power plant with two tall and conspicuous stacks. A privately dredged channel with depths of about 19 feet leads to the dock and coal tipple.

(81) At **Montville Station**, just above Bartlett, is a dock with a depth of 23 feet at the face. The northeast end of the dock is in ruins. Overhead power cables with a clearance of 160 feet cross the river 0.5 mile above the station near **Kitemaug**.

(82) **Allyn Point**, on the east side about 5 miles above New London, is the site of a large private pier for receiving liquid chemicals, with a reported depth of about 30 feet alongside. It is marked by an elevated water sphere and several small tanks on the pier.

(83) **Fort Point**, on the east side 8 miles above New London, has a long fuel pier marked by privately maintained red lights, and on shore is a building with several stacks. Numerous piles are in the water southward of the pier. The fixed highway bridge crossing the river about 0.2 miles south of Fort Point has a clearance of 75 feet.

(84) The red brick buildings of the **Norwich State Hospital** are on a bluff just north of Fort Point and are a conspicuous landmark.

(85) At **Thamesville**, on the west side of the river about 1 mile below Norwich, are two finger piers each with breasting dolphins used to receive petroleum products from barges. Depths of 20 to 25 feet are reported alongside the face of the piers.

(86) **Norwich**, a city at the head of navigation on Thames River at its junction with **Shetucket River** and **Yantic River**, is about 11 miles above New London. In 1981, waterborne commerce to Norwich consisted of petroleum products. Small boats generally anchor in Shetucket River just above the fixed bridges at Norwich, which have a minimum clearance of 13 feet.

(87) **Charts 13211, 13212, 12372.**—**Bartlett Reef Light** (41°16.5'N., 72°08.2'W.), 35 feet above the water and shown

from a skeleton tower with a red and white diamond-shaped daymark, is about 3.3 miles southwestward of New London Ledge Light and marks the south end of **Bartlett Reef**. A fog signal is at the light. The reef, about 1.3 miles long in a general north-south direction and about 0.3 mile wide, is covered 2 to 12 feet and has rocks awash near its northern end. The north end of the reef is marked by a buoy. A lighted bell buoy and an unlighted buoy are about 0.9 mile southward and about 0.3 mile eastward of the light, respectively.

(88) A **general anchorage** is about 0.8 mile northeastward of Bartlett Reef Light. (See 110.1 and 110.147 (a) (4), and (b), chapter 2, for limits and regulations.)

(89) **Twotree Island**, small and bare, about 1.4 miles northwestward of Bartlett Reef Light, is surrounded by shoals. A buoy marks rocks awash that extend off the northern end of the island.

(90) **Twotree Island Channel** leads northward of Bartlett Reef and Twotree Island. With an adverse current in the sound, this channel is used to some extent by light tows and sailboats with a leading wind in the daytime, as the tidal currents turn about 1 hour earlier along the north shore than in the middle of the sound. About 0.3 mile southwestward of Seaside, the tidal currents have a velocity of 1.2 knots, and ebb 1.6 knots. Flood sets westerly and the ebb easterly. The channel is buoyed, but strangers are advised to use it with caution and should never attempt to beat through.

(91) From **Goshen Point** (41°18.0' N., 72°06.8' W.) westward, there are scattered boulders which extend offshore as much as 0.2 mile in places. **Jordan Cove**, 1.5 miles west of Goshen Point, is foul in its northerly half, and the southerly part is obstructed by **Flat Rock**, bare at low water and marked by a buoy, and **High Rock**, which shows at high water and is marked by a buoy.

(92) **Millstone Point**, on the east side at the entrance of Niantic Bay, is occupied by the buildings of the Millstone Nuclear Power Station. A 389-foot red and white stack at the station and a radio tower on the point are the most conspicuous landmarks in the area. A cove with depths of 9 to 15 feet is on the west side of the point. A rock with 1 foot over it lies 60 feet off the mouth of the cove. The station maintains channel markers and a range for occasional barge traffic. A dredged area for the power station's water intakes is 0.2 mile northwest of the cove.

(93) **Charts 13211, 12372.**—**White Rock** is an islet on the east side of the entrance to Niantic Bay 0.5 mile westward of Millstone Point. **Little Rock**, two rocks partly bare at low water, is 150 yards east of White Rock. A rock over which the least depth is 8 feet is about midway between Little Rock and the cove at Millstone Point. A shoal spot, covered 12 feet, is 200 yards eastward of the rock. A rock, covered 14 feet, is about 300 yards south-southeast of White Rock and is marked by a lighted bell buoy.

(94) **Niantic Bay**, 4.5 miles westward of New London Harbor, is a good anchorage sheltered from easterly, northerly, and westerly winds. It is a harbor of refuge in northerly gales and can be used by small vessels and tows. The general depth of the bay is about 19 feet; the water shoals gradually northward. The entrance is 1.5 miles wide, and the dangers are marked by buoys or show above water.

(95) **Niantic and Crescent Beach** are summer resorts with railroad communication at the north end and northwest side of the bay.

(96) The Niantic Bay Yacht Club basin at Crescent Beach is protected on the south, east, and partially on the north

side by a U-shaped breakwater; a private seasonal light is near the outer end of the breakwater.

(97) A **special anchorage** is on the west side of Niantic Bay off Crescent Beach. (See 110.1 and 110.53, chapter 2, for limits and regulations.)

(98) **Niantic River** empties into the northeast end of Niantic Bay and is entered through a dredged channel that leads from the bay, thence through a narrow passage at the entrance, and thence to a point about 300 yards northward of the entrance to Smith Cove. In August-October 1988, the controlling depth was 6 feet at midchannel to the highway swing bridge about 0.4 mile above the channel entrance, thence 4½ feet to the head of the channel. The channel is marked by daybeacons and seasonal buoys. Two bridges cross the narrow passage at the entrance. The more southerly is the Amtrak bridge, with a 45-foot bascule span and a clearance of 11 feet; the State Route 156 highway bridge, about 0.1 mile northward, has a swing span with a clearance of 9 feet. (See 117.1 through 117.59 and 117.215, chapter 2, for drawbridge regulations.) The bridgetender at each bridge monitors VHF-FM channel 13; call signs KGA-511 and KXR-911, respectively. In May 1989, a replacement bascule highway bridge with a design clearance of 30 feet was under construction just south of the existing bascule bridge.

(99) Strangers attempting to enter Niantic River are cautioned to pass through the bridges either at slack water or against the current.

(100) Above the head of the dredged channel, small craft can navigate for about another 1.5 miles to **Golden Spur (East Lyme)** with local knowledge. The river from westward of Sandy Point to the stone bulkhead at Golden Spur is deep and clear; vessels generally follow the west bank. **Pine Grove, Sandy Point, and Saunders Point** are summer resorts on Niantic River.

(101) The mean range of tide is about 2.7 feet in Niantic Bay.

(102) The **tidal currents** through the bridges set fair with the channel; the flood velocity is 1.6 knots and the ebb velocity, 0.8 knot. It has been reported that much greater velocities may be expected under storm and freshet conditions. (See Tidal Current Tables for predictions.) Current directions and velocities for the entrance to the Niantic River for each hour of the tidal cycle are shown on the Tidal Current Charts, Block Island Sound and Eastern Long Island Sound.

(103) **Ice** generally closes the river to navigation for about 3 months during the winter.

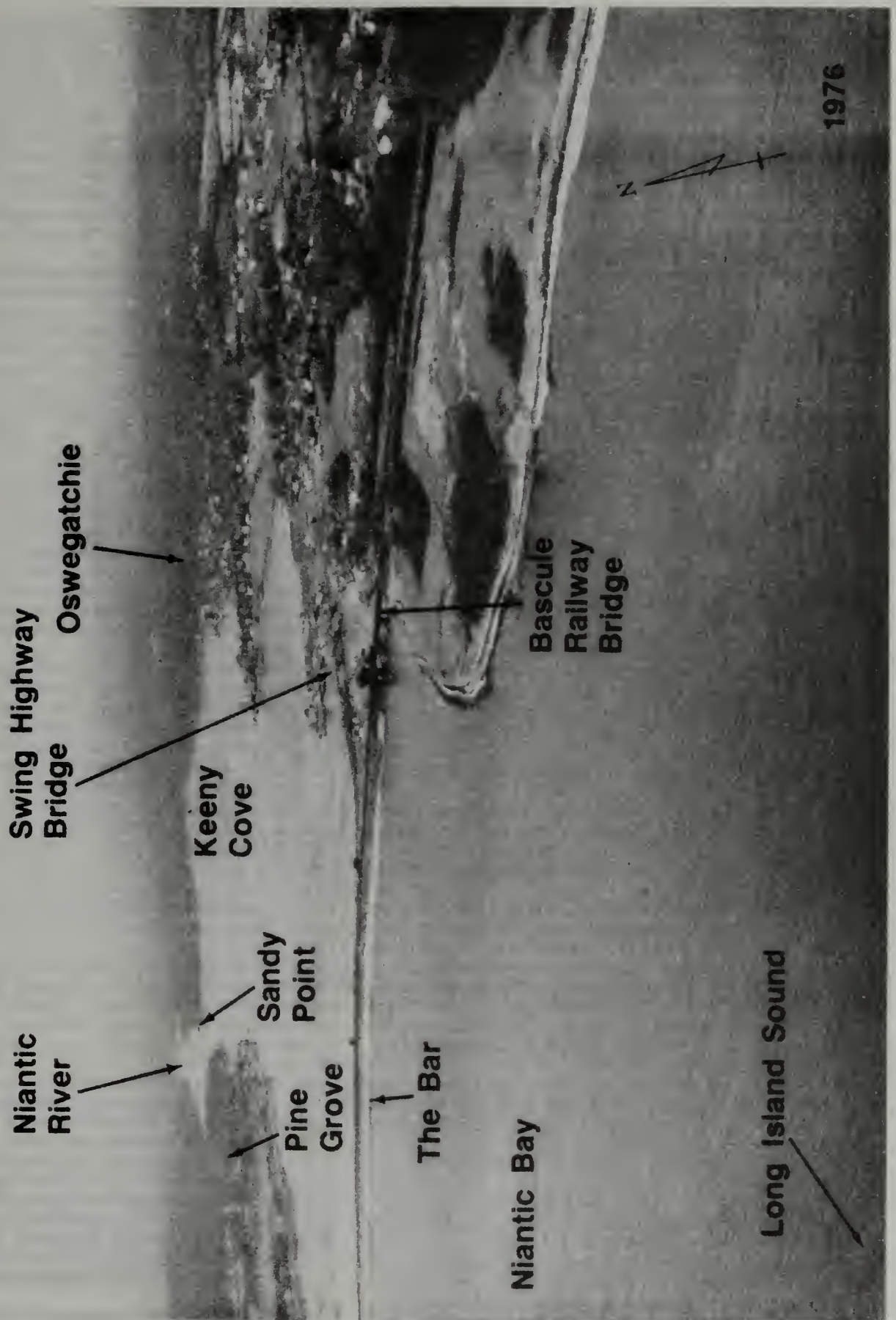
(104) **Smith Cove** is on the west side of Niantic River about 1.5 miles above the channel entrance. A channel, marked by private daybeacons, leads westward from the river channel into the cove. In July 1981, the channel had a reported depth of 5 feet.

(105) There are several small-craft facilities just above the entrance at Niantic and **Waterford**, on the west side and east side of Niantic River, respectively, and in Smith Cove. (See the small-craft facilities tabulation on chart 12372 for services and supplies available.) **Harbormasters** are at Niantic and Waterford. A 6 mph speed limit is enforced on the river.

(106) **Black Point**, on the west side at the entrance to Niantic Bay, is flat with bluffs at the water and is occupied by many summer cottages. Broken ground with a least found depth of 20 feet extends 0.6 mile south of the southwest side of the point.

(107) The bight between Black Point and Hatchet Point, about 2.3 miles to the westward, has many rocks showing above high water. **Griswold Island**, on the northeast side of the bight, is high and prominent. Rocks extend 0.35 mile

NIANTIC BAY



southward and 0.2 mile southwestward of the island. The southwest rocks are marked by a buoy. **South Brother**, in the center, and **North Brother**, in the northwestern part of the bight, are prominent bare rocks. A rock, covered 6 feet, is 250 yards off the west side of Black Point. **Blackboys**, two rocks awash are 0.4 mile southward of Griswold Island. A rock, covered 3 feet and marked by a buoy, is about 0.2 mile southward of Blackboys. **Johns Rock**, covered 5 feet, is 0.3 mile off the northwest side of the bight, about 0.5 mile west-southwestward of South Brother; the range of South Brother well open northward of Griswold Island leads southward of Johns Rock.

(108) Strangers entering the bight should proceed with caution, as the bottom is broken; the best route is to pass southward and westward of the buoy southward of Blackboys, and pass on either side of South Brother. **Seal Rock**, 160 yards south of the end of **Giants Neck**, is marked by a buoy on the south side.

(109) A special anchorage is east of **Giants Neck**. (See 110.1 and 110.54, chapter 2, for limits and regulations.) An unmarked rock is within the anchorage area, about 0.1 mile south of **Giants Neck**; depth over the rock is not known.

(110) **Hatchett Point** has several large dwellings. A reef extends about 0.2 mile off the southwest side of the point.

(111) **Hatchett Reef**, 0.6 to 1 mile south-southwestward of **Hatchett Point**, has a least depth of 5 feet and is marked by buoys. Close to the southeast side of the reef the depths are 30 to 48 feet. A bar with 10 to 16 feet over it extends westward from **Hatchett Reef** to **Saybrook Bar**.

(112) **Charts 12375, 12377, 12372.**—**Connecticut River** rises in the extreme northern part of New Hampshire, near the Canadian border, and flows southerly between the States of Vermont and New Hampshire and across Massachusetts and Connecticut to Long Island Sound. It is approximately 375 miles long and is one of the largest and most important rivers in New England. The head of commercial navigation is at **Hartford**, about 45 miles from the mouth. Waterborne commerce on the river is mostly in petroleum products and chemicals.

(113) The river water is fresh at and above **Deep River**. Each year after the spring freshets, shoals with least depths of 10 feet are found in places on bars in the upper river; dredging to remove such shoals is begun as soon as the water subsides.

(114) Between the entrance and **Middletown** the river banks are hard and in some places rocky, but between **Middletown** and **Hartford** the river flows through alluvial bottom land, where freshets and ice jams may cause shoaling.

(115) **Channels.**—A Federal project for **Connecticut River** provides for a 15-foot jettied entrance channel and 15-foot dredged cuts across the bars to **Hartford**, 45 miles above the entrance. (See *Notice to Mariners* and the latest editions of the charts for controlling depths.)

(116) The channel above the jettied entrance channel usually follows the banks on the outside of the curves of the river, except through the dredged cuts across the bars which are marked by navigational aids.

(117) **Saybrook Breakwater Light** (41°15.8'N., 72°20.6'W.), 58 feet above the water, is shown from a white conical tower, 49 feet high, on a brown cylindrical pier on the south end of the west jetty at the entrance to **Connecticut River**. A fog signal and a radiobeacon are at the light.

(118) **Anchorage.**—Secure anchorage can be had eastward or northeastward of **Lynde Point Light**. Farther up anchorage can be selected in the wider parts of the channel. Special anchorages are at **Old Saybrook**, **Essex**, **Chester**, **Lord Island**, **Eddy Rock Shoal** in the vicinity of **Connecticut**

River Light 45, and **Mouse Island Bar** vicinity. (See 110.1 and 110.55, chapter 2, for limits and regulations.)

(119) **Dangers.**—**Saybrook Outer Bar**, which obstructs the mouth of the **Connecticut River**, is shifting, with depths of 4 to 12 feet extending nearly 2 miles off the mouth; it is marked off its southeastern end by a lighted bell buoy.

(120) In March 1976, obstructions were reported in the channel at the railroad bascule bridge 3 miles above the mouth of the **Connecticut River**; a least depth of 13 feet is reported in the channel in area 40 to 50 feet from the east abutment of the bridge. Mariners requiring greater depths are advised to avoid this area of the channel during passages.

(121) **Bridges.**—Several drawbridges and fixed bridges cross **Connecticut River** between the entrance and **Hartford**. The distance above the mouth, type, and clearance of each bridge follows: 3 miles, **Amtrak** railroad with bascule span, 19 feet; 3.5 miles, **Raymond E. Baldwin (IS 95) Bridge**, fixed highway, 81 feet; 14.6 miles, **State Route 82** highway with swing span at **East Haddam**, 22 feet; 27.8 miles, **ConRail** railroad with swing span at **Middletown**, 25 feet; 28 miles, **Arrigoni Bridge (State Route 66)**, fixed highway, 92 feet; 41.2 miles, **Wm. H. Putnam Bridge (State Route 3)**, fixed highway near **Wethersfield**, 80 feet over main channel; 44 miles, **Charter Oak Bridge (U.S. 5/State Route 15)**, a fixed highway at **Hartford**, 81 feet for a width of 214 feet; 44.9 miles, **Founders Bridge**, fixed highway, 46 feet; 45.2 miles, **Bulkeley Bridge (I-84)**, fixed highway, 39 feet; and 46 miles, **Conrail** fixed railroad, 28 feet. (See 117.1 through 117.59 and 117.205, chapter 2, for drawbridge regulations.) The bridgetender of the **Amtrak** bascule railroad bridge at mile 3 monitors VHF-FM channel 13; call sign KT-5414. Vessels requesting the opening of this bridge are cautioned to confirm by radiotelephone that the bascule span is safely raised and stabilized before making passage. The bridgetender of the highway swing bridge at **East Haddam** at mile 14.6 monitors VHF-FM channel 13; call sign KXR-913. In 1988, a highway bridge with a fixed span and a design clearance of 65 feet was under construction immediately south of the existing bridge (**Charter Oak Bridge**) at mile 44; upon completion it will replace the existing bridge. In August 1990, a replacement fixed highway bridge for the **Raymond E. Baldwin Bridge** was under construction about 0.5 mile above the existing bridge. The design clearance is 81 feet.

(122) Overhead power cables across the **Connecticut River** have a least clearance of 100 feet, except for the one at **Lau-rel**, 24.2 miles above the mouth, which has a clearance of 65 feet.

(123) **Tides.**—The time of tide becomes later and the range diminishes in progressing up the river. High water and low water at **Hartford** occur about 4.5 and 6 hours later, respectively, than at the entrance. The mean range of the tide is 3.5 feet at **Saybrook jetty**, 2.5 feet at **Haddam**, and 1.9 feet at **Hartford**.

(124) **Currents.**—At the entrance the currents have considerable velocity at times and always require careful attention, as the tidal current of the sound often sets directly across the direction of the current setting out or in between jetties. This condition is reported to be especially dangerous during the first 3 hours of ebb tide. (Consult the *Tidal Current Tables* for times and velocities of currents at a number of locations in **Connecticut River**. In addition, see *Tidal Current Charts* and *Tidal Current Diagrams*, **Long Island Sound** and **Block Island Sound**, for current directions and velocities at various places in the **Connecticut River** for each hour of the tidal cycle.)

(125) During the ebb, a strong current runs from the **Lyme Landing** toward the center of the railroad bridge. Towboats

with vessels in tow should steer for the east pier of the draw and should not swing out for the draw until almost in it, to avoid being set to the west side of the channel. Because of river discharge, the ebb current usually will be considerably stronger than the flood. Ebb current velocities of 1 knot or more have been observed under normal conditions on the bars in Connecticut River between Higganum and Hartford; the velocities of the flood currents are much less.

(126) **Freshets** occur principally in the spring, when the snow is melting, although occasional floods have occurred in every month of the year except July and September. At Hartford the usual rise due to spring freshets is between 16 and 24 feet. The highest freshets are generally of short duration, but the period during which the river at Hartford is at the level of 8 feet or more above mean low water averages nearly 2 months of each year. Below Middletown the height of the crest of a freshet decreases rapidly. At the mouth the variation in water level is due to the tides.

(127) **Ice** closes the river to navigation a part of every winter for wooden hull boats. The duration of closing is about 2 months.

(128) **Weather.**—Hartford is well inside the northern temperate climatic zone in a prevailing west to east movement of air carrying the majority of weather systems into Connecticut from the west. The average wintertime position of the "Polar Front" boundary between cold dry polar air and warm moist tropical air is just south of New England, which helps to explain the extensive winter storm activity and the day-to-day variability of local weather. In the summer, the "Polar Front" has an average position along the New England-Canada border and Hartford has a warm and pleasant climate.

(129) The location of Hartford, relative to the continent and ocean, is also significant. Rapid weather changes result when storms move northward along the Mid-Atlantic Coast, frequently producing strong and persistent northeast winds associated with storms known locally as coastals or northeasters. Seasonally, weather characteristics vary from the cold and dry continental-polar air of winter to the warm, maritimes air of summer, the one from Canada, the other from the Gulf of Mexico, Caribbean Sea, or Atlantic Ocean.

(130) Summer thunderstorms develop in the Berkshire Mountains to the west and northwest, and move over the Connecticut Valley and, when accompanied by wind and hail, sometimes cause considerable damage to crops. During the winter, rain often falls through cold air trapped in the valley and creates extremely hazardous ice conditions. On clear nights in the late summer or early autumn, cool air drainage into the valley and the moisture from the Connecticut River produce steam and/or ground fog which becomes quite dense throughout the valley and temporarily hampers transportation.

(131) Fog is reported to develop locally in the vicinity of the nuclear power plant's efflux at Haddam Neck and around Gildersleeve Island.

(132) The National Weather Service office is at Bradley International Airport, northwest of Hartford. (See page T-4 for Hartford climatological table.)

(133) **Routes.**—To enter Connecticut River from eastward, pass southward of Hatchett Reef and Saybrook Bar, until Saybrook Breakwater Light bears 315°. Steer for Saybrook Breakwater Light on this course through the buoyed opening between the south end of Saybrook Bar and the east end of Long Sand Shoal to the entrance channel between the jetties.

(134) To enter from westward, pass 1 mile southward of Falkner Island Light on course 076°. This will lead about 0.4 mile northward of the lighted bell buoy on the western end

of Long Sand Shoal and about 0.2 mile southward of the lighted bell buoy southward of Cornfield Point. Then steer about 067°, with Saybrook Breakwater Light a little on the port bow to the entrance channel between the jetties.

(135) **Pilotage, Connecticut River.**—Pilotage is compulsory in Long Island Sound for foreign vessels and U.S. vessels under register. See Pilotage, Long Island Sound (indexed as such), chapter 8. Pilotage for the Connecticut River is available from Connecticut River Pilots Association (CRPA), 104 Nehantic Trail, Old Saybrook, CT 06475, telephone (203) 388-4167. Pilot boat TRUDEE II is 36-foot, with black hull, white superstructure, and with the word PILOT on the house, forward. The boat monitors channel 16 and 13; works on 13. The CRPA pilot boards vessels abeam of the marina at the south end of Saybrook Point.

(136) Pilot services are arranged in advance through ships' agents or directly by shipping companies. A 24-hour advance notice is requested.

(137) **Hartford is a customs port of entry.**

(138) **Wharves.**—The Connecticut River has more than 20 commercial piers and wharves, most of which handle petroleum products from barges or coastal tankers. Most of the facilities below Rocky Hill, about 34 miles above Saybrook Point, are marginal-type wharves, while those above Rocky Hill are finger-type piers with breasting dolphins. Depths of 11 to 15 feet are reported alongside these facilities.

(139) **Supplies and repairs.**—Gasoline, diesel fuel, water, ice, and marine supplies are available at the principal towns and landings along the Connecticut River. Boatyards along the river can make engine, hull, and electronic repairs.

(140) **Charts 12375, 12372.**—Old Saybrook is a village on the west side of Connecticut River, about 1.4 miles northward of Saybrook Breakwater Light. There are several small-craft facilities along the west side of the river from Saybrook Point to Ferry Point, about 2 miles to the northward. (See the small-craft facilities tabulation on chart 12372 for services and supplies available.)

(141) A 5 mph speed limit is enforced at Old Saybrook between the railroad bridge and the Connecticut Turnpike bridge.

(142) **North Cove**, a dredged small-boat basin that affords excellent anchorage, is entered through a dredged channel that leads westward from the main channel about 0.4 mile northward of Saybrook Point. In April 1989, the midchannel controlling depth was 4½ feet in the channel with depths of 4 feet in the basin except for lesser depths along the edges. The entrance channel is marked by private buoys.

(143) From Saybrook Point to Hartford local knowledge is required to carry the best water. Small craft should have no difficulty in following the channel.

(144) **Lieutenant River**, leading to Old Lyme, enters the east side of Connecticut River about 1.4 miles northward of Saybrook Point. Pipe stakes mark the south side of the channel across the bar at the entrance. A midchannel depth of about 3 feet can be carried over the bar to about 0.2 mile above the second bridge. A railroad bridge with a 33-foot fixed span and a clearance of 11 feet crosses the river 0.4 mile above the entrance. An overhead power cable with a reported clearance of about 10 feet is on the north side of the bridge. About 0.3 mile above that bridge is a highway bridge with a 24-foot fixed span and a clearance of 6 feet. A harbor-master is at Old Lyme.

(145) The passage to the east and north of Calves Island, about 1 mile above the railroad bridge crossing Connecticut River, is used extensively for mooring small craft in the summer. This passage is subject to shoaling, particularly on the north side of Calves Island; caution is advised. A sunken

barge, covered 2 feet and marked by a private seasonal buoy, is close off the east side of Calves Island in 41°19'31" N., 72°20'37" W. A small-craft facility is on the east side of the passage just above the entrance. Berths, electricity, gasoline, diesel fuel, water, ice, marine supplies, a 25-ton mobile hoist, and a 20-ton crane are available; hull, engine, and electronic repairs can be made. In July 1981, depths of 25 feet were reported at the facility.

(146) **Lord Cove** has its entrance about 300 yards northward of Calves Island. In July 1981, a depth of 3½ feet was available through the unmarked entrance. The marshlands surrounding Lord Cove and the other coves between Essex and the river mouth at Saybrook are frequented by duck hunters in October and November. Because of danger of gunfire, mariners are cautioned not to stray too close to the numerous duck blinds that exist in this area.

(147) The dredged section of the main channel in Connecticut River westward of Calves Island has numerous obstructions and sunken rocks close to its edges; mariners are advised to exercise caution and to avoid the edges of the channel.

(148) **Haydens Point**, about 4.6 miles above Saybrook Point, is marked by a light. Foul ground is between the light and the shore.

(149) **Essex**, a town on the west bank about 5 miles above Saybrook Point, is the scene of considerable small-boat activity. Depths alongside the town landing are about 6 feet. **Essex Cove** is the area off the main river channel skirting the waterfront at Essex. A dredged channel, marked by private buoys, leads from the main channel through the cove, and thence rejoins the main channel to the northward. In 1973–1974, a controlling depth of 6½ feet was available in the buoyed channel.

(150) A 5 mph speed limit is enforced.

(151) A privately marked small-boat channel leads westward from near the southerly end of Essex Cove and northward of **Thatchbed Island** to **Middle Cove**. In July 1981, the channel had a reported depth of 6 feet.

(152) Essex has excellent small-craft facilities. (See the small-craft facilities tabulation on chart 12372 for services and supplies available.)

(153) **Special anchorages** are at Essex. (See 110.1 and 110.55 (a), (a-1), (b), and (c), chapter 2, for limits and regulations.)

(154) **Hamburg Cove and Eightmile River**, which empties into the north end of the cove, indent the east side of Connecticut River, 6 miles above Saybrook Point. A dredged channel leads from Connecticut River to a turning basin at **Hamburg**, a village at the head of navigation. In 1977, the controlling depth was 3 feet in the channel with 4 feet in the basin except for shoaling at the north end and along the east edge. There are boulders in places outside the dredged channel, and the entrance channel is outlined by grassy flats on each side. Buoys mark the entrance, and private seasonal buoys and daybeacons mark the remainder of the channel to Hamburg. The center of the turning basin has piles used for moorings. A small-craft facility, on the east side of the basin, has berths, electricity, gasoline, water, ice, and some marine supplies.

(155) **Chart 12377.—Eustasia Island**, 8.5 miles above Saybrook Point, divides the Connecticut River into two channels. A light off the southeast end of the island marks the junction of the two channels. The eastern channel crossing **Potash Bar** through a dredged cut is better marked and easier to follow. The western channel leads to **Pratt Creek**, westward of the southerly end of Eustasia Island, and to the landing at **Deep River** and thence crosses **Chester Creek**

Bar through a swash channel to **Chester Creek**. A sand shoal and a rocky reef, both bare at low water, are north of Eustasia Island, between the main channel east of the island and Chester Creek.

(156) In July 1981, it was reported that depths of 15 feet could be carried to the facilities on Pratt Creek and in March 1990, depths to 5 feet were reported to the facilities in Chester Creek. A rock, covered 3 feet, is on the south side of the entrance to Chester Creek in about 41°24'24.1"N., 72°25'46.6"W.

(157) There are several small-craft facilities on Pratt Creek and Chester Creek. Lifts to 25 tons, berths, electricity, gasoline, water, ice, storage, marine supplies, launching ramp, and complete hull and engine repairs are available in the area.

(158) **Special anchorages** are off Chester Creek. (See 110.1 and 110.55 (e-1) and (e-2), chapter 2, for limits and regulations.)

(159) The Chester-Hadlyme vehicular ferry crosses the river near **Fort Hill**, 2 miles above Eustasia Island. The ferry operates from April through November.

(160) **Special anchorages** are northeastward of Connecticut River Light 45 (41°26.2' N., 72°27.6' W.), about 12.8 miles above Saybrook Point. (See 110.1 and 110.55 (d) and (e), chapter 2, for limits and regulations.)

(161) On the east side of the river, the turret of the opera house at **East Haddam**, 13.3 miles above Saybrook Point, is prominent. A marina is on the west side of the river just above the swing bridge between East Haddam and **Tylerville**. Limited guest berths, limited marine supplies, electricity, water, and ice are available. In March 1990, a reported depth of 5 feet was available in the marina basin.

(162) The shoal off the west side of the river, just north of East Haddam, is reported to be increasing.

(163) **Salmon Cove**, on the east side of the river, 1 mile above East Haddam, is reported to be navigable only by small craft at high tide. The entrance to the cove is subject to shoaling. Considerable grass in the channel and cove makes boat operation difficult.

(164) Overhead power cables with a least clearance of 86 feet cross the cove about 1.2 miles above the mouth.

(165) A small-craft facility is on the west side of the river about 1.1 miles above East Haddam. Berths, electricity, water, ice, a 10-ton mobile hoist, and a launching ramp are available; hull and engine repairs can be made. In March 1990, a depth of 6 feet was reported at the facility.

(166) **Haddam Island** divides the Connecticut River about 3.2 miles above East Haddam. The main river channel leads eastward of the island through a dredged cut known as **Haddam Island Bar Channel**. A pinnacle rock, covered 13 feet, is in the approach to Haddam Island Bar Channel in 41°29'31"N., 72°30'49" W.

(167) The passage westward of Haddam Island is closed by a bare sand shoal lying between the island's southerly tip and the westerly shore of the river.

(168) The shoal off the east side of the river opposite **Higganum Creek**, 5.5 miles above East Haddam, is extending westward.

(169) A rock breakwater extends southward from the east side of the river, 1 mile above Higganum Creek. In 1969, the shoal, about 200 yards southward of the breakwater, was found to be extending southward.

(170) A boatyard is on the north side of the river at **Cobalt**, about 3.5 miles above Higganum Creek. Storage facilities and a 15-ton hoist are available. In October 1990, a reported depth of 7 feet could be carried to the facility.

(171) After passing through the channel in **Paper Rock Shoal**, 9.7 miles above East Haddam, favor the south side of

the river to about 300 yards southeastward of **Bodkin Rock**, then cross to the north side and pass it close-to.

(172) About 0.5 mile westward of Bodkin Rock, a dredged section of the channel leads along the southerly shore of Connecticut River and southward of Mouse Island Bar.

(173) **Special anchorages** are along the north and east sides of the river, between Bodkin Rock and Portland. (See 110.1 and 110.55 (f) and (g), chapter 2, for limits and regulations.)

(174) Caution is recommended when rounding the point on the south side of the river, about 1.5 miles above Bodkin Rock, to avoid a submerged crib that extends northward from the point.

(175) **Portland**, 26.3 miles above Saybrook Point, has several boatyards with marine railways; the largest railway can handle craft to 60 feet for engine and hull repairs. Gasoline, water, berths, ice, storage, marine supplies, sewage pump-out, launching ramps, and lifts to 50 tons are available at Portland. In March 1990, depths of 7 to 9 feet were reported available.

(176) Berthing and water are available at Harbor Park in Middletown, across the river from Portland. Depths of 18 feet are reported to be available along the wharves.

(177) Two small-craft facilities are on the east side of the river at Gildersleeve, about 2.5 miles above Portland. Gasoline, diesel fuel, water, marine supplies, a launching ramp, and 15- and 20-ton mobile hoists are available, and hull and engine repairs can be made.

(178) From Belamose, 6.5 miles above Portland, northward to Hartford, the land is much lower, and the Connecticut River narrows, its curves become more pronounced, and both of its shores have numerous wood-stake-and-rock groins.

(179) A marina on the east side of the river opposite Belamose has gasoline, berths, electricity, water, ice, marine supplies, and a 15-ton lift; engine and hull repairs can be made. In July 1983, the privately marked channel into the marina basin had a reported controlling depth of 7 feet.

(180) At **Rocky Hill**, 1 mile above Belamose, a seasonal vehicular ferry crosses the river to South Glastonbury. A small-craft launching ramp is just above the ferry landing.

(181) The cove at **Crow Point**, on the west side of the river about 5.7 miles above Belamose, is used to obtain land fill. Dredging in the cove is uneven, but the bottom is soft ooze. In July 1981, it was reported that the entrance had shoaled to bare and could be used only by small outboards.

(182) A rock, covered 5 feet, is on the south side of the dredged channel about 0.8 mile above Crow Point in about 41°42'43.0"N., 72°37'46.5"W.; and a shoal that bares is in 41°43'11"N., 72°38'52"W., on the west side of Connecticut River, about 1.9 miles above Crow Point.

(183) **Wethersfield Cove**, on the west side of the river 14 miles above Portland, is entered through a narrow dredged channel that leads to a dredged anchorage basin about 0.3 mile above the entrance. In June 1977, the midchannel controlling depth was 3 feet, and depths of 6 feet were available in the basin. The channel is marked by daybeacons and buoys. The Interstate 91 highway bridge over the entrance has a fixed span with a clearance of 38 feet. The **speed limit** in the channel and cove is 5 knots. Gasoline, water, ice, transient berthing, and some supplies can be obtained at the yacht club on the south side of the cove. A town marina is on the east side of the cove; a launching ramp is available at the facility. The Wethersfield **harbormaster** can be contacted through the local police department or town hall.

(184) The only remaining commercial docks at **Hartford** are the bulk fuel handling facility of the Hartford Electric Light Company's powerplant on the west side of the river,

about 0.2 mile below the Charter Oak Bridge, and the Hartford Gas Company's barge unloading facilities on the west side of the river, about 0.5 mile above the Charter Oak Bridge. A flood control dike is along the west side of the river from just north of the Charter Oak Bridge to the Bulkeley Bridge.

(185) Connecticut River above Hartford is practically unimproved, but is navigable about 30 miles to Holyoke for boats not exceeding 3-foot draft, when the river is not low. The channel is constantly shifting.

(186) **Chart 12354.—Long Sand Shoal** extends 6 miles westward from off the entrance of Connecticut River and has a greatest width of nearly 0.3 mile. The general depths on the shoal are 4 to 15 feet; bottom is hard and lumpy. Shoaling is abrupt on both sides, but especially on the south side, where the 5-fathom curve is only 100 yards from it in places. The shoal is marked at its eastern end by a buoy, and on the south side and west end by lighted sound buoys.

(187) A fairway lighted whistle buoy is 4.5 miles south of Cornfield Point.

(188) At the western end of Long Sand Shoal and 1 mile southward is an area about 0.6 mile long with rocky and broken bottom, and with a least found depth of 22 feet.

(189) **Sixmile Reef**, about 3 miles southwestward of Long Sand Shoal, is an area of broken ground about 2.5 miles long in a west-northwesterly direction with depths of 19 to 30 feet. The bottom is rocky and shoaling is abrupt in places. A lighted bell buoy is off the southerly edge of this reef. With extreme low tides, due to northerly and westerly winds, this shoal may be dangerous to vessels with 15-foot draft. Tide rips occur on the reef whenever the direction of the tidal currents is opposed to that of the wind. This is especially true during spring tides and a southwest wind.

(190) A ridge with depths of 24 to 36 feet is near the middle of Long Island Sound southward of Sixmile Reef and 5 miles north-northwestward of Horton Point Light. It is marked by a lighted buoy.

(191) **Charts 12375, 12372.—Cornfield Point**, 2 miles westward of Saybrook Breakwater Light, is marked by a large red-roofed stone building. Rocky shoals and foul ground extend about 0.5 mile southerly from this point and for about 1.9 miles westerly. **Cornfield Point Shoal**, a small rocky patch covered 3 feet, is about 0.4 mile south of the point. Westward of this shoal are **Hen and Chickens**, bare in spots at low water, and **Crane Reef**, an area of broken ground with a least depth of 3 feet. These dangers are buoyed. About 0.5 mile westward of the point is **Halftide Rock**, surrounded by foul ground and marked by a private daybeacon.

(192) **Charts 12374, 12372.—Westbrook Harbor** is the western part of the open bight between Cornfield Point and Menunketesuck Island. It has many unmarked submerged rocks and is seldom used as an anchorage; the anchorage in Duck Island Roads is better. The bight is characterized by boulders.

(193) **Westbrook**, a town on the north side of Westbrook Harbor, is marked on its east side by an elevated tank. A **harbormaster** is at Westbrook and can be contacted through the town hall.

(194) **Menunketesuck Island** is the outermost of several low narrow islands connected to the mainland at low water on the west side of Westbrook Harbor. It has boulders at the south end. A boulder reef extends nearly 0.5 mile south-southeastward from the point to the 18-foot curve. Tide rips frequently occur on this reef. A private seasonal buoy is about 0.3 mile southeastward of Menunketesuck Island.

(195) Between Menunketesuck Island and Hammonasset Point, about 4 miles westward, broken ground extends about 1.5 miles offshore. A boulder reef extends 0.5 mile southward from Duck Island to the 18-foot curve and is marked by a buoy. A rock with 1 foot over it is on this reef about 300 yards south of Duck Island. Tide rips have been reported to extend from the vicinity of these rocks to the buoy. During strong flood currents and a southwest wind, tide rips extend from the shoal water southwest of Duck Island to the vicinity of **Southwest Reef** over 1 mile southwestward. Caution is advised when navigating small boats in this vicinity during these conditions.

(196) **Duck Island Roads**, between Menunketesuck Island and **Kelsey Point**, is a harbor of refuge protected by breakwaters 1,100 feet northward and nearly 0.5 mile westward from **Duck Island**, with the added protection of **Kelsey Point Breakwater** on **Stone Island Reef**. A prominent landmark on Duck Island is a stone chimney. Both breakwaters extending from Duck Island are marked by lights.

(197) The dredged anchorage enclosed by the breakwaters extending northward and westward from Duck Island is subject to shoaling. General depths of 4 to 7 feet are in the protected area, and 8 to 15 feet in the western end. In addition to the area inside the breakwaters, a small area northward and northeastward of Duck Island North Breakwater Light can be used as an anchorage in southwesterly weather.

(198) The western entrance of Duck Island Roads is easy of access and should be used by vessels with greater draft than 8 feet.

(199) **Routes**.—Pass southward of Duck Island and keep the light on the end of Kelsey Point Breakwater bearing northward of 264° until Duck Island West Breakwater Light 2DI bears 010°, then steer northward. Approaching from westward, the only dangers are the two 16-foot spots south-southwestward of Kelsey Point Breakwater Light, the southerly of which is marked by a buoy.

(200) The eastern entrance of Duck Island Roads is obstructed by a sand shoal with a least depth of 8 feet about 0.3 mile eastward of Duck Island, and by boulder reefs which extend about 0.2 mile off the western side of Menunketesuck Island. This entrance is easy of access for vessels drawing up to 8 feet.

(201) Anchorage in 18 to 24 feet, bottom generally sticky, can be had between the Duck Island West Breakwater Light 2DI and the 17-foot rocky patches southeastward of Kelsey Point. This anchorage is exposed to winds southward of east and west.

(202) **Patchogue River**, used chiefly by fishing and recreational craft, empties into Duck Island Roads just west of Menunketesuck Island. A channel leads from deep water in Duck Island Roads to the first fixed highway bridge, about 0.6 mile above the mouth. The approach channel is marked by buoys, and the river channel is marked by private aids. A light is on the outer end of the breakwater on the west side of the river mouth. In January 1990, the midchannel controlling depth was 7 feet from the entrance to the first turn near Menunketesuck River, thence 5½ feet in the western half of the channel to a point just above Buoy 6, thence a midchannel controlling depth of 6½ feet to the head of the project. The anchorage basin had depths of 4½ to 8 feet, except for shoaling to about 1 foot near the southeast corner.

(203) In May 1991, shoaling to bare was reported near the channel edge between Buoy 3 and Light 3A.

(204) Several small-craft facilities are on the river. (See the small-craft facilities tabulation on chart 12372 for services and supplies available.)

(205) **Menunketesuck River**, sharing the same entrance channel as Patchogue River, is a shallow stream westward

of Patchogue River. In July 1981, a depth of about 8 feet was reported to the first fixed highway bridge crossing the river above which depths of less than 1 foot are reported. A shoal was reported extending south from shore at the junction of Patchogue and Menunketesuck Rivers; caution is advised. The junction is marked by a private seasonal buoy. Small-craft facilities on the river can provide berths, electricity, gasoline, diesel fuel, water, ice, storage, marine supplies, and engine and hull repairs; a 12-ton mobile hoist is available. The privately maintained channel in the river is reported to be marked by seasonal private aids; local knowledge is advised.

(206) A 6 mph speed limit is enforced on both rivers.

(207) **Kelsey Point Breakwater** extends on **Stone Island Reef** over 0.6 mile south-southeastward from **Stone Island** and is marked by a light. The least depth on the rocky broken ground southwestward of the light is 16 feet. The outer spot is marked by a buoy. **Stone Island**, at the north end of the breakwater, is mostly covered at high water. Some rocks bare at low water are between the island and the shore. Tide rips frequently occur in the area southwestward from the end of the breakwater to the bell buoy. Depths of 18 feet or less near Kelsey Point Breakwater indicate areas of broken rocky bottom which should be avoided in anchoring. The broken ground east of the breakwater includes depths of 12 feet close to it; the 18-foot patch 0.2 mile east-northeast of the end of the breakwater; **East Ledge** with depths of 2 to 17 feet, which extends 0.4 mile southward from Kelsey Point; and the broken ground with depths of 8 to 17 feet which extends over 0.4 mile southeastward from Kelsey Point.

(208) The bight at the entrance of Clinton Harbor and westward of Kelsey Point Breakwater affords anchorage, but is exposed to southeasterly and southwesterly winds.

(209) **Clinton Harbor**, the bight westward of Kelsey Point Breakwater, is the entrance to **Hammonasset River**, a stream used chiefly by fishing and recreational craft. **Wheeler Rock**, with 1 foot over it, just outside the bar, is marked by a lighted buoy. The channel is marked by buoys to Cedar Island and thence by seasonal private buoys to the anchorage basin at **Clinton**. A radiobeacon is on the east side of the harbor about 0.55 mile north of **Hammock Point**. In July-August 1989, the midchannel controlling depth was 5½ feet to Buoy 11A, thence 7 feet in the north half of the channel to the head of the project, thence depths of 4½ to 8 feet were available in the anchorage basin on the northeast side of the channel east of the wharves at Clinton. From opposite the basin to the upstream limit of the Federal project, the southwest and south side of the channel is obstructed by a series of pilings. Boats may be moored between the pilings, caution is advised. Above the dredged channel, the midchannel controlling depth is about 2 feet in the Hammonasset River to the overhead pipeline and bridge crossing about 2 miles above Clinton. Private daybeacons mark this section of the channel.

(210) Several boatyards and marinas are in the harbor. (See the small-craft facilities tabulation on chart 12372 for services and supplies available.) Mooring facilities are available by arrangement with the town dockmaster who can be contacted through the town hall or police department. A 6 mph speed limit is enforced in the harbor. The town maintains a fireboat at Clinton Harbor. The vessel can be contacted through the Clinton Police Department or the Coast Guard.

(211) Northeastward of **Cedar Island** in Clinton Harbor are two narrow crooked channels close together, with depths of about 1 foot. The eastern one is usually marked by bush stakes; it leads to a marina and boatyard just inside the mouth of **Hammock River**. The western channel, marked by a private range, leads to a boatyard on **Indian River**.

(212) **Hammonasset Point**, on the southwest side of Clinton Harbor, is a low marshy area with many wooded knolls. The end of the point is a rocky knoll. **Hammonasset State Park** is marked by a conspicuous flagstaff and the buildings at the recreational center. In the summer it is an active resort. Broken ground with rocky irregular bottom and least depths of 10 to 11 feet extends 0.5 mile southward of Hammonasset Point.

(213) **West Rock** is the outermost of the bare rocks which extend a short distance off the east end of Hammonasset Point. A reef, with two bare rocks and a groin on its inner part, extends 0.3 mile southwestward from the point and is marked by a buoy, northeastward of which tide rips frequently occur. When rounding the point, vessels should not pass between the buoy and Hammonasset Point.

(214) **Madison Reef**, over 2 miles westward of Hammonasset Point, extends over a mile east and west. This reef consists of several rocky patches with depths of 4 to 17 feet, with deeper water between them. **Charles Reef**, with a least depth of 7 feet, is about 0.5 mile southwest of Madison Reef and marked by a buoy.

(215) **Kimberly Reef**, about 1.9 miles southward of Charles Reef, is an area of broken ground with a least depth of 12 feet. An isolated 27-foot spot, marked by a lighted horn buoy, is about 0.2 mile south of the shoal. A bank with depths of 14 to 28 feet extends about 1.5 miles west of Kimberly Reef to Falkner Island.

(216) Vessels of 10-foot draft can anchor northward of Madison Reef, but should proceed with caution to avoid the rocky patches at lesser depths.

(217) **Tuxis Island**, northward of Madison Reef and 0.2 mile south of **Middle Beach**, is high and rocky. Between the island and the shore the water is shallow and the ground foul. Rocks awash are 200 to 600 yards eastward of the island, and an islet is 100 yards westward of the island. A steel bulkhead in ruins, the top of which is awash at high water, extends from shore to **Gull Rock**, a high bare ledge about 300 yards east-northeastward of Tuxis Island.

(218) **Madison**, a town on the railroad, has one landing which bares alongside at low water and is in disrepair. A few small craft moor in the cove on its north side. Rocks, bare at low water, are 100 yards eastward of the landing. A beach club building, with a small stone landing, is northward of Tuxis Island. A church with a prominent tower and gilded dome is 0.8 mile northward of Tuxis Island.

(219) **Charts 12373, 12372.**—**Guilford Harbor**, a bight 5.5 miles westward of Hammonasset Point, is used only by small craft. **East River** and **Sluice Creek** empty into Guilford Harbor from the northward. The approach to the harbor is obstructed by rocks and foul ground. The outermost dangers are: **Half Acre Rock**, about 0.8 mile southeastward of the entrance channel, which shows at high water; scattered rocks, some bare at low water and others with 7 to 16 feet over them, extending about a mile eastward from Half Acre Rock; **Outer White Top**, about 0.6 mile southwestward of Half Acre Rock, and several rocks northward of it bare at low water; and **Indian Reef**, extending about 1 mile southwestward of Outer White Top, the highest part of which is covered at high water. Indian Reef is marked on its south and southwestern sides by buoys. Stakes and fish traps may exist northward of **Riding Rock**, 0.6 mile northwestward of Half Acre Rock.

(220) The approach channel to Guilford Harbor, marked by buoys, leads along the southeasterly side of Indian Reef, thence westward of Half Acre Rock to a dredged channel about 0.5 mile northwestward of Half Acre Rock. The dredged channel leads northward through the harbor and

eastward of **Guilford Point** to a junction with **Sluice Creek** and **East River**, about 0.6 mile above the channel entrance. At the junction, the dredged channel leads northwesterly into Sluice Creek for about 0.1 mile and northeasterly into East River for about 0.4 mile to an anchorage basin. Buoys and a private range mark the dredged channel to the junction. In 1985, the reported midchannel controlling depth in the dredged channel was 4 feet to the junction of East River and Sluice Creek, thence in 1981-1982, the midchannel controlling depths were 4 feet in Sluice Creek, thence 5½ feet in East River to the anchorage basin, with 5 to 6 feet in the basin except for shoaling to bare toward the north limit.

(221) In May 1988, a submerged obstruction was reported about 0.3 mile southwest of Half Acre Rock in about 41°51.1'N., 72°39.6'W.

(222) At high water and with local knowledge, small boats can go above the anchorage basin in East River to the fixed railway bridge, about 1.3 miles above the basin. The bridge has a clearance of 4 feet. An overhead power cable with a clearance of 45 feet is about 0.3 miles below the bridge. A town marina, just above the entrance to Sluice Creek, has berths, electricity, water, and a launching ramp. In July 1981, depths of 1 to 2 feet were reported alongside the marina.

(223) A 5 mph speed limit is enforced in the harbor.

(224) **West River** empties into the western side of Guilford Harbor 0.2 mile westward of Guilford Point. A railroad bridge about 0.7 mile above the mouth has a clearance of 6 feet. **Guilford** is the town above the railroad bridge. In September 1988-July 1989, a depth of 4½ feet was reported in West River entrance channel; the channel is marked by buoys and a 321° lighted range.

(225) There are two boatyards with several marinas and marine railways on West River. The largest marine railway can handle craft up to 40 feet; limited supplies, a 12-ton mobile crane, and complete engine and hull repairs are available.

(226) **Falkner Island** and **Goose Islands**, with **Stony Island** to the southward, are about 3 miles south of Guilford Harbor. Each is surrounded by reefs and rocks that bare at low water. A depth of about 16 feet can be carried between Goose Islands and Falkner Island by staying in the middle of the passage and avoiding the 8-foot and 11-foot spots, about 0.35 mile 244° and 0.4 mile 300° from the light on Falkner Island, respectively, and the shoals and reefs extending from the islands. **Falkner Island Light** (41°12.7'N., 72°39.2'W.), 94 feet above the water, is shown from a 46-foot white octagonal tower near the center of Falkner Island. A lighted gong buoy marks the shoal off the northern end of Falkner Island, and a lighted bell buoy is off the southern end of Stony Island.

(227) From Indian Reef westward are rocky shoals and islets extending from 0.2 to 0.7 mile off **Vineyard Point** and **Sachem Head**. **Chimney Corner Reef**, about 0.3 mile south of Sachem Head and marked by a buoy, is a rocky broken area on which the least depth is 9 feet. Westward of it are **Goose Rocks Shoals**, on which are **Goose Rocks**, the northerly of which is bare and the southerly one covered at high water. The outer limit of Goose Rocks Shoals is marked by a lighted bell buoy. To ensure clearing the westerly end of Goose Rocks Shoals, care must be taken not to round the buoy too closely.

(228) **Sachem Head Harbor**, an anchorage for small craft on the southwest side of Sachem Head, is 0.3 mile long and 0.1 mile wide, and has depths of 3 to 8 feet at the floats and in the moorings; it is sheltered except from westerly winds. The island forming the south point at the entrance is connected with the shore by a bridge. A yacht clubhouse is on

the island. From the north point of the island a breakwater extends 100 yards in a northwesterly direction; a rock awash, marked by a private seasonal light, is off the end of the breakwater. A rock covered at half tide is 50 yards off the southeast side of the harbor, about 350 yards eastward of the end of the breakwater.

(229) The approach to Sachem Head Harbor for small craft from eastward is along the south side of the rocks making off from the south side of Sachem Head. Approaching eastward of Goose Rocks, give the rocks a berth of over 300 yards. The approach from westward is clear between Goose Rocks and Leetes Rocks.

(230) **Joshua Point**, the western extremity of Sachem Head, is marked by a rocky islet on its west side and a privately maintained seasonal light. Just northward of the islet a stone jetty with a bulkhead on its north side extends about 100 yards in a northwesterly direction from the shore. Vessels can anchor in the angle near the shore where the depth is about 4½ feet.

(231) **Joshua Cove**, northwestward of Sachem Head, is little used, but affords good anchorage in its entrance for small vessels in northerly or easterly winds in 6 to 10 feet, soft bottom. The approach from southwestward is clear between Goose Rocks and Leetes Rocks.

(232) **Leetes Rocks**, midway between Sachem Head and the north end of The Thimbles, are two rocks bare at low water, with an area of broken ground around them. A 9-foot spot is about 200 yards southward of the southerly rock, and a 3-foot spot is 0.3 mile northeast of the southerly rock.

(233) **Leetes Island Quarry** is a prominent feature on the south side of **Hoadley Point**; on the north side of the cove eastward of the point are the ruins of an old dock.

(234) **The Thimbles**, about 1.6 miles west of Sachem Head, comprise many islands, islets, and rocks that bare. All of the area, extending over 2 miles from Hoadley Point southwestward to **East Reef**, is foul with rocky bottom and many shoals. To lesser extent, the area from East Reef for 2 miles westward and northwestward to Branford Harbor entrance is dotted with islets and rocks. The whole area is suitable only for small pleasure craft, which are very active here in summer. Many oyster stakes are encountered; these do not mark channels and caution should be used to avoid fouling them. Caution also is advised to avoid fouling the pipelines and cables in the area.

(235) The outermost of The Thimbles proper is **Outer Island**, marked by a house chimney. A boat landing protected by a stone jetty is on the northeast side of this island, and an unmarked rock, bare at lowest tides, is 200 yards eastward. The reefs southwestward of Outer Island, to and including East Reef and **Browns Reef**, are buoyed.

(236) From eastward a buoyed channel leads through The Thimbles. The channel passes between Wayland Island and a buoy marking the foul area southward of Cat Island. The channel extends between Davis Island and Dogfish Island, thence north of East Crib and West Crib into the more open water westward of The Thimbles; it is good for about 13 feet.

(237) **Stony Creek**, a village on the railroad, extends southward to Flying Point (41°15.5'N., 72°45.1'W.). A dredged channel west of Flying Point leads north to a turning basin at Stony Creek. The channel is marked by private buoys. In December 1988, the midchannel controlling depths were 3 feet in the channel with 1 to 4 feet in the basin. Rocks were reported in the northwest corner of the basin. Gasoline, marine supplies, inside storage, and a small-craft launching ramp are available at marinas eastward of the turning basin; small craft can be hauled out on a flatbed trailer for hull and

engine repairs. The village dock is on the southeast side of the turning basin.

(238) Between the rocks westward of **Rogers Island** and **Blackstone Rocks**, a privately dredged channel, 0.9 mile westward of Flying Point, leads northeastward to a quarry wharf on the west side of a dredged basin. In 1980, the channel and basin had a reported controlling depth of 13 feet. The entrance channel is marked by a private 028° range consisting of a front and middle light and a rear daybeacon.

(239) **Thimble Island Harbor**, in the western part of The Thimbles, affords good shelter for small craft between Pot Island and Money Island on the east and High Island and West Crib on the west. Although open southwestward, the sea from that direction loses much of its force before reaching the inner harbor. A rock with 3 feet over it and marked by a buoy is 80 yards off the east side of High Island, just above its south end. Vessels sometimes anchor near midchannel, between this rock and the north end of Pot Island in depths of 13 to 18 feet, soft bottom, but care should be taken to avoid the cables in the area. The harbor is easy of access between Outer Island and Inner Reef.

(240) **Pine Orchard**, about 3 miles westward of Sachem Head, is a summer resort extending northward and westward of Brown Point. A breakwater extending about 300 yards southeastward from Brown Point protects a yacht basin entered through a privately dredged channel that leads from southward of St. Helena Island north-northwestward to the basin. In 1978, the entrance channel and basin had reported depths of 7 feet. The basin approach northward of St. Helena Island has depths of 3 to 5 feet. Gasoline, diesel fuel, ice, and water may be obtained at the yacht club landing.

(241) From Brown Point to Branford Harbor, 2.5 miles westward, bare rocks and shoals extend up to about 2 miles offshore. A seawall extends westward from Brown Point, and the shore is thickly settled. A rock bare at half tide is 600 yards westward of Brown Point and 300 yards from shore.

(242) Rocks bare at low water are eastward of **Haycock Point**, and rocks that bare at half tide are off the southeast side and southwest end of **Green Island**. The foul ground extends about 0.6 mile south-southwestward from Haycock Point, including **Foot Rocks** which are partly above water.

(243) **Branford Reef**, about 1.8 miles southward of Indian Neck and 5 miles eastward of New Haven entrance, is marked by a light. This reef is surrounded by shoal water for a distance of 150 to 450 yards from the light.

(244) Deep water is between Branford Reef and **Negro Heads**, a reef bare in one place at low water about 0.9 mile northward. Shoreward of Negro Heads are **Spectacle Island**, **Sumac Island**, and **Clam Island**, together with numerous rocks bare and covered.

(245) A private boat landing is on the northwest side of Clam Island. Small craft can enter **Maltby Cove** between the bare rocks off the southwest end of Clam Island and **Jeffrey Rock**, favoring the northwest side of Clam Island. Private markers are sometimes at the entrance. The northwest side of the cove is foul, the principal danger being a rock bare at low water near the middle, northwestward of Clam Island; the rock is sometimes marked by a seasonal private spindle.

(246) **Jeffrey Point**, the eastern point at the entrance of Branford Harbor, has a bare rock close to its western end.

(247) **Branford Harbor** is a shallow cove between Jeffrey Point and Johnson Point. Vessels up to 10-foot draft can select anchorage in the harbor southward of the Mermaids in 10 to 14 feet, protected against all but southerly and southwesterly winds. Boats up to 5-foot draft can select a well-

sheltered anchorage in the upper part of the harbor above the Mermaids. The harbor is used chiefly for recreational boating and by the small local lobster fishing fleet.

(248) The dangers in the approach and entrance to Branford Harbor either show above water or are marked by buoys. **Cow and Calf**, 1.3 miles southwestward of Jeffrey Point, are two boulders close together bare at low water. Boulders, reported covered 10 feet, are about 0.2 mile northward of Cow and Calf. **Five Foot Rock**, 0.5 mile northeastward of Cow and Calf, has 5 feet over it. **Taunton Rock**, 0.9 mile northeastward of Cow and Calf near the middle of the entrance to Branford Harbor, is large but low and bare. **Blyn Rock**, midway between Johnson Point and Taunton Rock, is covered at extreme high tide. **Bird Rock**, 0.2 mile northward of Blyn Rock, has 5 feet over it.

(249) **Little Mermaid**, showing a little above high water, and **Big Mermaid**, a high rock marked by a light, are near the middle of Branford Harbor. Two bare rocks are near the head of the harbor. A rock, bare at low water and usually marked by stakes, is about 100 feet north-northeastward of the north end of **Lovers Island**.

(250) **Routes**.—To enter Branford Harbor from eastward, pass southward of the lighted buoy marking Negro Heads, steer about 306° heading for Taunton Rock, and enter between Taunton and Jeffrey Rocks; or a 333° course with Branford Reef Light astern will lead into the harbor between Jeffrey and Taunton Rocks. From westward, pass southward and over 100 yards eastward of the lighted bell buoy marking Cow and Calf, thence westward of the buoys marking Blyn Rock and Bird Rock to the buoyed channel in the harbor.

(251) Local craft pass northwestward of Cow and Calf Shoal and midway between Johnson Point and Blyn Rock.

(252) **Branford River**, narrow and crooked, extends northeasterly from Branford Harbor. In February-March 1990, the controlling depths in the dredged channel were 8 feet from Branford Harbor to a point about 0.2 mile above **Branford Point**, thence 6½ feet at midchannel to the upstream limit of the dredged channel. In 1981, the wharves at Branford were in disrepair.

(253) At low water the channel above Branford Point is defined by bare shoals on each side. During the summer numerous stakes used as moorings mark both sides of the channel. A privately dredged channel and basin at a marina 0.5 mile east of Branford Point had reported depths of 7 feet in July 1981.

(254) The principal waterborne commerce at Branford is in petroleum products. There are several marinas and boatyards on the river. (See the small-craft facilities tabulation on chart 12372 for services and supplies available.)

(255) A 5 mph speed limit is enforced on the river.

(256) The **harbormaster** at Branford controls all moorings and anchoring; he can be contacted through the small-craft facilities.

(257) **Johnson Point** is the western entrance point to Branford Harbor; a rock covered 2 feet is about 100 yards off its south side. A small privately dredged basin on the southwest side of the point is well protected in all but southerly winds. In 1971, it was reported that 4 feet could be carried to and in the basin.

(258) **Gull Rocks**, about 0.3 mile westward of Johnson Point, consist of small islets and submerged rocks that extend about 0.5 mile southwestward from shore on the easterly side of the entrance to a large cove. A rock, bare at half tide, is in the northwestern part of the cove about 350 yards southward of **Short Beach**. The northwest end of the cove has a yacht club landing with a reported depth of 2 feet alongside.

(259) **Farm River Gut**, a small bight on the west side of the cove, is a good anchorage for small craft. Depths range from 4 to 5 feet in the eastern part of the gut with shoaling to bare in the northern and western parts. Two rocks awash are on the north side of the gut about 125 yards inside the entrance. The gut offers good protection from all but easterly winds, mud bottom. A marine railway at a boatyard on the north side of the gut can handle boats to 40 feet for engine and hull repairs. The yard can be reached only at high tide. **Old Clump** is a bare rock about 400 yards south of the bight.

(260) **Farm River**, locally known as East Haven River, about 1.5 miles westward of Branford Harbor, is used by local craft. In July 1981, it was reported that depths of 3 feet could be carried in the river to the fixed bridge with a clearance of 4 feet about 1 mile above the mouth. Several boatyards on the river provide gasoline, berths, electricity, water, storage, and limited marine supplies; diesel fuel can be delivered by truck. A 10-ton mobile hoist and a 12-ton crane can handle vessels for complete engine and hull repairs.

(261) **East Indies Rocks**, about 0.4 mile south of the entrance to Farm River, cover at half tide and are marked by a buoy to the eastward; a rocky shoal with a least depth of 5 feet is 0.2 mile to the eastward. A small ledge, bare at low water, is midway between East Indies Rocks and the south side of Mansfield Point, the western entrance point to Farm River. **Darrow Rocks**, a group of bare rocks, are on the east side of the entrance to the river. The westernmost rocky knoll is marked by a flagstaff. A ledge, bare at low water, with a buoy off its southern end, is 200 yards south of the flagstaff.

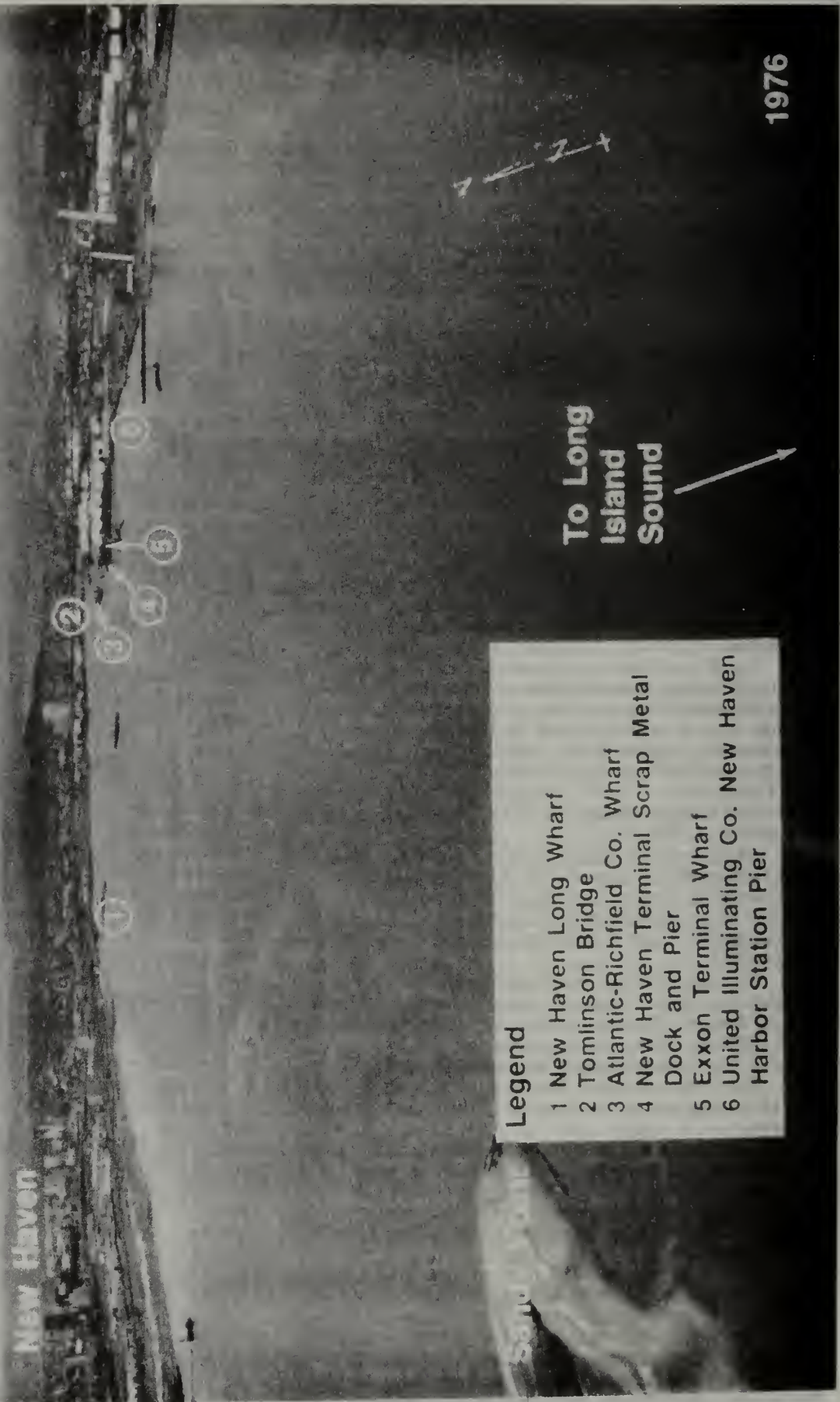
(262) **Mansfield Point** and the shore westward of the entrance to Farm River are thickly settled. Bus communication is available to New Haven.

(263) **Charts 12371, 12372**.—**New Haven Harbor**, an important harbor of refuge, is about 68 miles from New York, 179 miles from Boston via Cape Cod Canal, and 171 miles from Nantucket Shoals Lighted Horn Buoy N (LNB). It comprises all the tidewater northward of the breakwaters constructed across the mouth of the bay, including the navigable portions of the West, Mill, and Quinnipiac Rivers. It is about 2 miles wide. The inner harbor, northward of Sandy Point and Fort Hale, is shallow for the most part, except where the depths have been increased by dredging. The main entrance channel, between Middle Breakwater and the East Breakwater, leads northward to Tomlinson Bridge at New Haven. Anchorage basins for medium draft vessels are on the west side of the channel north of Sandy Point. Waterborne commerce in the harbor consists of petroleum products, scrap metal, lumber, automobiles, gypsum, paper and pulp products, steel products, chemicals, rock salt, and general cargo.

(264) **New Haven**, at the head of the harbor, is an important manufacturing city.

(265) **Prominent features**.—On the approach from well offshore in clear weather, the prominent landmarks are: on East Rock (41°19.7'N., 72°54.4'W.), the Soldiers and Sailors Monument; in New Haven, the Knights of Columbus Building, a tall rectangular structure with circular pillars at its corners; the lighted stack of the powerplant on the east side of the harbor opposite City Point; and on the west side of Mill River, a large gas tank with a red and white checkerboard band around the top and the words "New Haven Gas". The lights on the ends of the breakwaters, the aerolight at Tweed-New Haven Airport, and the abandoned tower on Lighthouse Point are also prominent.

NEW HAVEN HARBOR



Legend

- 1 New Haven Long Wharf
- 2 Tomlinson Bridge
- 3 Atlantic-Richfield Co. Wharf
- 4 New Haven Terminal Scrap Metal Dock and Pier
- 5 Exxon Terminal Wharf
- 6 United Illuminating Co. New Haven Harbor Station Pier

To Long
Island
Sound

1976

(266) **Southwest Ledge Light** (41°14.1'N., 72°54.7'W.), 57 feet above the water, is shown from a white octagonal house on a brown cylindrical pier at the westerly end of East Breakwater. A fog signal is sounded at the light.

(267) **Channels.**—A Federal project for New Haven Harbor provides for an entrance channel 35 feet deep to a point just below the junction of Mill River and Quinnipiac River. The channel is well marked. (See Notice to Mariners and latest editions of the charts for controlling depths.)

(268) **West River**, on the west side of the main channel about 3 miles above Southwest Ledge Light, has a dredged channel marked by buoys to just below the first highway bridge (Kimberly Avenue Bridge), 1.2 miles above the channel entrance. In November 1988-March 1989, the midchannel controlling depth was 9½ feet from the channel entrance to Buoy 18, thence 5½ feet (8 feet at midchannel) to the Connecticut Turnpike Bridge, the head of navigation. An anchorage area is on the south side of the channel about 0.9 mile above the entrance; in 1988-March 1989, the controlling depth was 4½ feet. Principal waterfront facilities are at **City Point**.

(269) **Mill River**, on the west side of **Fair Haven** about 4 miles above Southwest Ledge Light, is entered from the main channel through a dredged entrance channel that branches into an east and west fork to the Grand Avenue Bridge, 0.6 mile above the mouth. In June 1982, the controlling depths were 6½ feet (11 feet at midchannel) to the Chapel Street Bridge about 0.25 mile above the entrance, thence 9 feet through the east bridge opening and 3½ feet through the west opening, thence 6½ feet to the junction with the east and west forks, thence 9½ feet at midchannel for about 250 yards in the east fork, thence in 1980, 1 foot at midchannel to the head of the channel, and in 1980-June 1982, 5½ feet at midchannel for about 225 yards in the west fork, thence in 1980, 1½ feet at midchannel to the head of the channel.

(270) **Quinnipiac River**, on the east side of **Fair Haven** about 4 miles above Southwest Ledge Light, has a dredged channel to Grand Avenue Bridge, about 1 mile above the mouth. In October 1982, the controlling depth was 15 feet at midchannel to the Ferry Street Bridge about 0.5 mile above the mouth, thence in 1977, 8 feet through the bridge, thence in 1980-October 1982, 10 feet to the Grand Avenue Bridge except for shoaling along the edges.

(271) **Anchorage.**—Inside West Breakwater and the southwest half of Middle Breakwater, anchorage is available for vessels up to 20-foot draft. Caution should be exercised to avoid the fish stakes in this area.

(272) Vessels may anchor northward of Southwest Ledge Light in depths of 18 to 20 feet, soft bottom in places. Care should be taken to avoid the ledges northward of the East Breakwater. Deep-draft vessels awaiting berthing assignments can anchor about 1 mile southward of the sea buoy; holding ground is excellent.

(273) **Morris Cove**, on the east side of the main channel just above Lighthouse Point, affords good anchorage and is used by yachts, but is rough in westerly and southerly winds. In July 1981, isolated, uncharted 40-foot spots were reported in the cove. Caution is advised when anchoring. **New Haven Coast Guard Station** is on the north side of the jutting point, about 1.5 miles northward of Lighthouse Point.

(274) An anchorage basin on the west side of the main channel southward of New Haven Long Wharf is sometimes used, but considerable shoaling is gradually extending into the anchorage from westward. A sunken barge with 5 feet over it is in this anchorage about 550 yards southward of

New Haven Long Wharf. In February-March 1985, depths of 10 to 5 feet were available in the anchorage basin with lesser depths along the edges.

(275) An anchorage area, sometimes used by small craft and scows, is northward of the New Haven Long Wharf (Naval Reserve Pier) in the northwest side of the main channel where depths range from about 5 to 6 feet.

(276) No special regulations prescribe the limits within which vessels must anchor, except that the dredged channels must be kept clear.

(277) **Dangers.**—**Townshend Ledge**, 2.7 miles southeastward of Southwest Ledge Light, has a least depth of 18 feet and is marked by a lighted bell buoy.

(278) **Stony Islet**, 2.2 miles eastward of Southwest Ledge Light, is low, bare, and surrounded by ledges bare at low water to a distance of about 100 yards. A partly bare ledge is about 0.2 mile north-northwestward of Stony Islet. From this ledge and Stony Islet westward to the entrance of New Haven Harbor, an area of foul ground with many rocks bare at low water extends about 0.5 mile offshore. This area should be avoided.

(279) Shoals with 16 to 18 feet over them extend over 0.5 mile southeastward from the breakwaters on both sides of the dredged entrance channel. A spoil area with reported depths of 15 feet is on the eastern side of the entrance channel. An 18-foot spot is on the east side of the main channel, at the first turn westward of Southwest Ledge Light.

(280) The bights on the west shore of New Haven Harbor from Pond Point northward are shoal with bare rocks and foul ground in most of them. The shore is rocky at **Woodmont**, about 2 miles northeastward of Pond Point.

(281) **Black Rock**, bare at low water and marked by a seasonal buoy, is 0.2 mile off the north end of Morris Cove. Opposite, on the west side, is a breakwater, partly covered, extending from **Sandy Point** and marked by a light. **Shag Bank**, a flat extending about 0.5 mile northward from Sandy Point, has a sand tip about 0.1 mile long.

(282) **Bridges.**—**Tomlinson Bridge**, at the head of the main harbor at the confluence of Mill and Quinnipiac Rivers, has a double bascule span with a clearance of 60 feet. Just above this bridge is a fixed highway bridge with a clearance of 60 feet. The bridgetender of the Tomlinson Bridge monitors VHF-FM channel 13; call sign KXJ-688. An overhead power cable with a clearance of 91 feet crosses the channel just above the fixed highway bridge.

(283) A regulated navigation area is at Tomlinson Bridge. (See 165.1 through 165.13, and 165.304, chapter 2, for limits and regulations.)

(284) Over Mill River, about 0.3 mile above the entrance, is the Chapel Street Bridge with a swing span having clearance of 7 feet. In April 1990, a replacement bridge with a design clearance of 7½ feet was under construction. The fixed highway bridge at Grand Avenue has a clearance of 6 feet over the east fork and a clearance of 2 feet over the west fork. Bridges above this point have minimum clearance of 2 feet. Small unmasted boats go as far as the bridge at State Street, 0.5 mile above Grand Avenue. Overhead power cables crossing the west fork have a minimum clearance of 80 feet.

(285) The Ferry Street Bridge over Quinnipiac River, 0.6 mile above the Tomlinson Bridge, has a bascule span with a clearance of 25 feet. The Grand Avenue Bridge, 0.5 mile farther upstream, has a center-pier swing span with a clearance of 9 feet. Above this are several fixed bridges and trestles.

(286) Kimberly Avenue Bridge over West River has a fixed span with a clearance of 23 feet.

(287) (See 117.1 through 117.59 and 117.213, chapter 2, for drawbridge regulations.)

(288) **Tides.**—The mean range of tide is 6.2 feet. Extreme tides have been recorded as reaching more than 2.5 feet below the plane of mean low water and more than 8 feet above the same datum.

(289) **Currents.**—In the entrance between the breakwaters, the tidal current has a velocity on flood of 1.4 knots, and ebb 0.9 knot. The flood sets 319° and the ebb 152°. In the draw of Tomlinson Bridge, the velocity is 0.4 knot. The flood sets 015° and the ebb 215°. Ebb velocities are increased by freshets. (Consult the Tidal Current Tables for predicted times and velocities of currents.)

(290) **Ice** generally obstructs navigation to some extent for low-powered vessels from December to March and sometimes extends to the mouth of the harbor. During severe winters the accumulation of ice is local. Except in severe weather, powered vessels can always enter and leave the harbor without much difficulty. In New Haven Harbor northerly winds tend to clear the harbor of ice if the formation is light; southerly winds are apt to force in drift ice from the sound.

(291) **Weather.**—New Haven's climate is typical of coastal areas of southern New England. It is vigorous without being overly severe. New Haven is located at the widest part of Long Island Sound, and the tempering effect of the water is most pronounced in this vicinity. During the summer season, the sea breeze holds temperatures 5° to 15° lower in the afternoon; during the winter season, minimum temperatures in the southern section of the city are usually 5° to 10° higher than those reported from northern sections. The highest summertime temperatures occur with a moderate northerly wind. The lowest winter readings also occur with a northerly wind.

(292) **Precipitation** is quite evenly distributed throughout the year. The elevation of the land increases northward from the station and results in somewhat higher amounts of precipitation in the northern suburbs as well as a few more thunderstorms each year. During the winter, a variety of precipitation is found in most storms. It is common to have rain along the shore, freezing rain and sleet a short distance inland, and snow in the northern parts of the city. Heavy snow is rather uncommon in the immediate coastal area and usually melts in a few days. Farther inland, the snow becomes progressively heavier and a layer of snow covers the ground most of the winter.

(293) **Prevailing wind direction** varies with the seasons. From late spring until fall, winds are predominantly south to southwest due to the effect of the sea breeze. During the winter, the prevailing winds are northerly. Strong southeast winds cause unusually high tides and some local flooding in low-lying coastal areas two or three times a year.

(294) The National Weather Service maintains an office at the Tweed-New Haven Airport, about 3 miles southeast of the city. (See page T-6 for New Haven climatological table.)

(295) **Routes.**—To enter New Haven Harbor from eastward, it is safer for large vessels to pass southward of Branford Reef and Townshend Ledge to the entrance channel. To enter from westward, pass northward of Stratford Shoal Light at a distance of 1.8 miles and head for the entrance channel.

(296) The passage eastward of East Breakwater has boulder patches and is very broken, but can be used by small craft drawing less than 6 feet, taking care to avoid the foul ground along the northeast side of the passage. This passage is buoyed, and local vessels of 10- to 12-foot draft use it at high water. Avoid **Quixes Ledge**, which extends about 200 yards southeastward from the eastern end of the breakwater, and pass about 100 yards eastward of the breakwater. The principal danger inside the breakwater is the reef, marked

by a buoy, that extends 300 yards southwestward from **Lighthouse Point**. **Adams Fall**, a rock with 5 feet over it and marked by a buoy, is 0.4 mile southwestward of Lighthouse Point.

(297) **Pilotage, New Haven.**—Pilotage is compulsory in Long Island Sound for foreign vessels and U.S. vessels under register. See Pilotage, Long Island Sound (indexed as such), chapter 8.

(298) Pilotage for New Haven is available from New Haven Bridgeport Pilots Association (NHBPA), 60 Appletree Lane, Hamden, CT 06518, telephone 203-878-8667.

(299) Pilot boats (rented) utilized by NHBPA pilots are SUSY II, 42-foot, blue hull, white superstructure, word PILOT on side; and GALE, 42-foot, white hull, white superstructure, word PILOT on side. The boat monitors channel 16, 13 and 77; works on 77 and 09. Pilots board about 1 mile south of New Haven Harbor Lighted Whistle Buoy NH.

(300) Pilotage for New Haven is also available from Constitution State Pilots Association (CSPA), 500 Waterfront Street, New Haven, CT 06512, telephone 800-229-7456 or 203-783-5991, FAX 516-582-6327. Pilots of CSPA board vessels from a launch or the tug, at New Haven Harbor Lighted Whistle Buoy NH.

(301) Pilotage for New Haven is also available from Long Island Sound State Pilots Association, Inc. (LISSPA), 1440 Whalley Avenue, Suite 123, New Haven, CT 06515, telephone 203-772-0101, FAX 302-629-9392, Cable LISPILOT, New Haven. Pilot boat LONG ISLAND SOUND PILOT is 46-foot, with black hull, white superstructure, and the word PILOT in black letters. The boat monitors channel 16; works on 11. Among other locations, the LISSPA pilot will meet a ship off Montauk Point. See Pilotage Pickup Locations Off Montauk Point (indexed as such), chapter 7.

(302) Pilotage for New Haven is also available from Sound Pilots, Inc. (SPI) (a division of Northeast Marine Pilots, Inc.), 243 Spring Street, Newport, RI 02840, telephone 401-847-9050 (24 hours), 800-274-1216, FAX 401-847-9052, Cable RISPILOT, Newport, RI 02840. The pilot boats are NORTHEAST II, 49-foot, with grey hull and superstructure and the word PILOT on the side; or RHODE ISLAND PILOT, 35-foot, with black hull and white superstructure and the word PILOT on the side; or NORTHEAST I, 49-foot, similarly marked as the RHODE ISLAND PILOT. The SPI pilots meet a ship bound for a Long Island Sound port, off Point Judith, but will also meet a ship off Montauk Point, by prearrangement. See Pilotage, Narragansett Bay and Other Rhode Island Waters (indexed as such), chapter 6, and Pilotage Pickup Locations Off Montauk Point (indexed as such), chapter 7.

(303) Pilot services are arranged in advance through ships' agents or directly by shipping companies.

(304) **Towage.**—Tugs up to 1,800 hp are available at New Haven, and tugs to 4,000 hp can be obtained by prior arrangement. Vessels usually proceed to the harbor without assistance. Large vessels normally require tugs for docking and undocking. Arrangements for tug service should be made 24 hours in advance, usually through ships' agents or directly by shipping companies. The tugs monitor VHF-FM channels 13 and 16 and use channel 19A as a working frequency; call sign KEE-234.

(305) Launch service to ships at anchor is available. Launches monitor VHF-FM channel 16 (156.80 MHz) and use channel 19A (156.95 MHz) as a working frequency.

(306) New Haven is a customs port of entry.

(307) **Quarantine, customs, immigration, and agricultural quarantine.**—(See chapter 3, Vessel Arrival Inspections, and appendix for addresses.)

(308) **Quarantine** is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.)

(309) New Haven has many public and private hospitals.

(310) **Coast Guard.**—The **Captain of the Port** maintains an office in New Haven. The nearest vessel documentation office is in Bridgeport, Conn. (See appendix for addresses.)

(311) The **harbormaster** at New Haven has charge of the anchoring of vessels; he can be contacted through the local police department.

(312) The city police maintain a harbor patrol during the summer.

(313) **Wharves.**—The deep-draft facilities at the Port of New Haven are along the north and east sides of the inner portion of New Haven Harbor. Facilities for smaller vessels and barges are along the sides of the harbor and in Mill, Quinnipiac, and West Rivers. Depths alongside the facilities in Quinnipiac River range from about 5 to 15 feet; Mill River, 12 to 13 feet; and West River about 12 to 18 feet. Only the deep-draft facilities are described. For a complete description of the port facilities refer to Port Series No. 4, published and sold by the U.S. Army Corps of Engineers. (See appendix for address.) The alongside depths for the facilities described are reported; for information on the latest depths contact the private operator. All the facilities have direct highway connections, and most have railroad connections. Water and electrical shore power connections are available at most piers and wharves.

(314) General cargo at the port is usually handled by ship's tackle; special handling equipment, if available, is mentioned in the description of the particular facility. Cranes up to 250 tons and warehouses and cold storage facilities adjacent to the waterfront are available.

(315) **Wyatt Light Oil Pier:** north end of harbor 0.35 mile northeastward of New Haven Long Wharf; 150-foot face, 715 feet of berthing space with dolphins, 38 feet alongside; deck height, 11 feet; receipt and shipment of petroleum products; owned and operated by Wyatt, Inc.

(316) **Wyatt Heavy Oil Wharf:** 50 yards east of Wyatt Light Oil Pier; west side 210 feet, 480 feet of berthing space with dolphins; 30 feet alongside; deck height, 11 feet; receipt and shipment of petroleum products, receipt of asphalt; owned and operated by Wyatt, Inc.

(317) **Gulf Refining and Marketing Co. Wharf:** on each side of harbor, 200 yards south of Tomlinson Bridge; 60-foot face, 735 feet of berthing space with dolphins; 35 feet alongside; deck height, 13 feet; vessels normally moor starboardside-to; receipt and shipment of petroleum products; owned and operated by Gulf Oil Refining and Marketing Co.

(318) **Gulf Refining and Marketing Co. Pier:** 100 yards southward of Gulf Refining and Marketing Co. Wharf; north side 400 feet, 25 feet alongside; south side 380 feet, 25 feet alongside; deck height, 10 feet; receipt and shipment of petroleum products; owned and operated by Gulf Refining and Marketing Co.

(319) **ARCO Petroleum Products Co. Wharf:** 300 yards southwestward of Gulf Refining and Marketing Co. Pier; 110-foot face, 760 feet with dolphins; 35 feet alongside; deck height, 15 feet; vessels normally moor starboardside-to; receipt and shipment of petroleum products; owned and operated by ARCO Petroleum Products Co.

(320) **New Haven Terminal, Scrap Metal Dock:** 275 yards southward of ARCO Petroleum Products Co. Wharf; 640-foot face; 35 feet alongside; deck height, 14 feet; two 30-ton traveling gantry cranes, crawler cranes to 250 tons; receipt and shipment of general and containerized cargo and steel products, shipment of scrap metal, receipt of copper, zinc,

and lumber; owned and operated by New Haven Terminal, Inc.

(321) **New Haven Terminal Pier:** 50 yards southward of Scrap Metal Dock; north and south sides, 650 feet usable, can accommodate tankers up to 700 feet; 35 and 39 feet alongside, north and south sides, respectively; deck height, 13 feet; cranes up to 50 tons; 36,000 square feet covered storage; receipt and shipment of general cargo, receipt of petroleum products, petrochemicals, chemicals, copper, zinc, lumber, and steel products; owned and operated by New Haven Terminal, Inc.

(322) **Exxon Co. Terminal Wharf:** 175 yards southward of New Haven Terminal Pier; 80-foot face, 700 feet with dolphins; 35 feet alongside; deck height, 13 feet; vessels normally moor starboardside-to; receipt and shipment of petroleum products; owned and operated by Exxon Co., U.S.A.

(323) **Supplies.**—Oil bunkering terminals at New Haven are maintained by the major oil companies. Fuel oil and diesel oil in the usual commercial grades are obtainable. Barges are available for bunkering in the anchorages outside the breakwaters or at the piers; 24-hour advance notice is required, and arrangements should be made through ships' agents. Water, provisions, and marine supplies can be procured.

(324) **Repairs.**—New Haven has no facilities for making major repairs or for drydocking deep-draft vessels; the nearest such facilities are at Boston, Mass., and New York. Machine shops in the area can make limited repairs to machinery and boilers, and fabricate shafts and other pieces of equipment.

(325) **Small-craft facilities.**—There are excellent facilities on the east and west sides of the harbor and on West and Quinnipiac Rivers. (See the small-craft facilities tabulation on chart 12372 for services and supplies available.)

(326) **Charts 12370, 12364.**—**Pond Point**, about 5 miles southwestward of the New Haven Harbor entrance, has a rocky shoal with little depth over the greater part of it that extends about 0.3 mile southward. It is marked by a buoy. A prominent white mast is on the point.

(327) **Welches Point**, 0.8 mile westward of Pond Point, forms the east side of the entrance of The Gulf. A reef extends 0.3 mile southward from the point and is marked by a buoy.

(328) **The Gulf**, a bight between Welches Point and Charles Island, about 6.5 miles westward of New Haven Harbor entrance, affords anchorage in 6 to 15 feet and is sheltered in all but southerly and southeasterly winds. The entrance is clear. The shoaling is gradual, and soundings are the best guide on the northwest side of the bight; the western side of Welches Point and the reefs around Charles Island extending to the mainland should be approached with caution, as the shoaling is abrupt. The mean range of tide is about 6.6 feet.

(329) **Milford Harbor**, comprising the lower portion of the **Wepawaug River**, is entered at the mouth of the river between two jetties at the head of The Gulf. The westerly jetty extends southward from **Burns Point**, and the easterly jetty is marked by **Milford Harbor Light 10**. The harbor is used chiefly for recreational boating, and occasionally for the receipt of shellfish and fish. The National Marine Fisheries Service, U.S. Department of Commerce, maintains a laboratory and research vessel base on the west side of the harbor, about 0.2 mile northward of Burns Point.

(330) A dredged channel leads from The Gulf through the jettied entrance to a point about 400 feet above the town wharf, 0.6 mile above Burns Point. In June 1988, the reported controlling depth was 9½ feet to Burns Point, thence

8 feet to the head of the channel. In March 1986, depths of 3½ to 6 feet were available in the anchorage basin along the southwest side of the channel except for shoaling to 1 foot near the north end. The channel is marked by a lighted buoy and an unlighted buoy to the jettied entrance. An obstruction, a pile, is in the anchorage basin, about 0.2 mile north-westward of Burns Point.

(331) **Milford Harbor** has several small-craft facilities. (See the small-craft facilities tabulation on chart 12364 for services and supplies available.)

(332) A 5 mph speed limit is enforced in the harbor.

(333) **Charles Island**, on the southwest side at the entrance to The Gulf, is low and partly covered with trees. A white flagpole, barely visible over the trees, is on the island. The island is connected to the mainland by **The Bar**, a narrow neck about 0.5 mile long and surrounded by rocks awash and shoals. A buoy marks the end of a shoal that extends 250 yards east-northeastward from the island, and a lighted bell buoy marks the end of a rocky area that extends 0.4 mile southward from the island. Northward of Charles Island is a good anchorage in 10 to 16 feet, sheltered from southerly to southwesterly winds.

(334) Between Charles Island and **Stratford Point**, about 3 miles southwestward, several summer resorts are along the shore and the Housatonic River empties into Long Island Sound just above the point. The shoals which extend southward from Stratford Point toward Stratford Shoal Light (see chart 12354) consist of narrow ridges of hard sand with deeper water between, and have oyster beds marked with stakes. Depths of 12 feet or less extend 1 mile offshore.

(335) **Stratford Point Light** (41°09.1'N., 73°06.2'W.), 52 feet above the water, is shown from a white conical tower, with brown band midway of its height, from the southerly part of the point; a radiobeacon and a fog signal are at the light.

(336) **Chart 12370.—Housatonic River** rises in the Berkshire Hills of western Massachusetts and Connecticut, and empties into Long Island Sound about 10 miles southwestward of the New Haven Harbor entrance. The river is joined by the nonnavigable **Naugatuck River** in the vicinity of Derby, Conn. Housatonic River is navigable to a point about 1 mile above Shelton, Conn., where it is closed by a power dam. The head of navigation for all practical purposes is at the towns of Derby and Shelton, 11.5 miles above the entrance. Small vessels can anchor in the river abreast of Stratford, where the channel has an available width of about 500 feet. The waterborne commerce on the river is principally in barge shipments of aggregate, fuel oil to the power plant at Devon, and seasonal commercial shellfishing. Navigation above Devon is limited to recreational boating.

(337) On the east side of the entrance to Housatonic River, a breakwater extends out from **Milford Point** across the bar and is marked at its south end by Housatonic River Breakwater Light 2A. The inner section of the breakwater is awash at high water.

(338) **Channels.**—A Federal project provides for an 18-foot dredged channel from Long Island Sound between the breakwater on the east and Stratford Point on the west upriver for about 4.3 miles to the lower end of Culver Bar. (See Notice to Mariners and the latest editions of the charts for controlling depths.) Above the lower end of Culver Bar, the river channel extends through several dredged sections across river bars to the towns of Derby and Shelton about 11.5 miles above the river entrance. In 1976-1978, the controlling depth was 5 feet (5½ feet at midchannel) to Camp Meeting Bar, 7.1 miles above the channel entrance, thence 2

feet to Twomile Island Bar, thence 1 foot (5½ feet at midchannel) across the bar, and thence 3 feet (5½ feet at midchannel) to Derby and Shelton. In September 1978, shoaling to 3 feet was reported in the channel across Mill Bar. The channel is marked to a point about 2.5 miles below Derby and Shelton.

(339) **Stratford** is a town on the west side of the river 2.3 miles above the entrance. The principal wharf has a depth of about 9 feet at its end. The **harbormaster** at Stratford controls anchorages and moorings, and has jurisdiction from the entrance of the river to the Shelton town line. Harbor regulations may be obtained from the harbormaster who may be contacted through the Stratford police or at the Town Hall.

(340) Stratford has several small-craft facilities. (See the small-craft facilities tabulation on chart 12364 for services and supplies available.)

(341) **Devon** is on the east side about 1 mile above Stratford. Local small craft anchor near the east bank of the river, just north of the highway bridge, in depths up to 10 feet. A 40-foot marine railway at a small-craft facility at Devon can haul out craft for engine and hull repairs; gasoline, water, ice, marine supplies, and storage are available. In July 1981, depths of 4 feet were reported alongside the facility.

(342) **Shelton**, a town on the west side of the river about 11.5 miles above the entrance is connected to **Derby** by two bridges; the town has several important factories. In 1971, the wharves at Derby and Shelton were in ruins and unsuitable for craft of any size.

(343) **Bridges.**—About 1 mile above Stratford is U.S. Route 1 highway bridge with a bascule span having a clearance of 32 feet. Two bridges cross the river about 0.3 mile farther up: the first, Interstate Route 95 fixed highway bridge, has a clearance of 65 feet, and the second, a railroad bridge with a bascule span, has a clearance of 19 feet. The bridgetenders of the U.S. Route 1 bridge and the railroad bridge monitor VHF-FM channel 13; call signs KXJ-695 and KU-6035, respectively. An overhead power cable with a clearance of 135 feet crosses at the railroad bridge. Other cables, near **Pecks Mill**, 1.5 miles above, have minimum clearance of 79 feet.

(344) The fixed highway bridge about 3.7 miles above Stratford has a clearance of 85 feet. At Shelton, two fixed highway bridges and a fixed railroad bridge have a least clearance of 17 feet. In April 1983, the railroad bridge suffered severe structural damage. The area should be avoided, but if transit is necessary, extreme caution should be exercised.

(345) (See 117.1 through 117.59 and 117.207, chapter 2, for drawbridge regulations.)

(346) **Tides.**—The mean range of tide is 5.5 feet at Stratford and 5 feet at Shelton. The time of the tide becomes later and the range diminishes in progressing up the river. At Stratford the tide is about 0.8 hour later than at the entrance whereas at Shelton high water is about 1.8 hours later and low water about 2.8 hours later than at the entrance. The river water is fresh about 6 miles above the entrance.

(347) **Currents.**—At the entrance near the end of the breakwater the flood has a strong westerly set. Between Milford Point and **Crimbo Point**, flood and ebb have a velocity of about 1.2 knots. The flood sets about 330° and the ebb 135°. Just north of the draw of the railroad bridge above Stratford, the velocity of flood is 1.1 knots and of ebb, 1.3 knots. In the openings of the bridge the flood current has some easterly set, but the ebb sets fair with the openings. Between that bridge and Shelton the tidal current has a velocity of about 1 knot. Because of the drainage flow of the river, the

ebb is usually greater and the flood less than 1 knot. (Consult the Tidal Current Tables for current predictions and further details.)

(348) Spring freshets at Shelton rise 10 feet or more above mean high tide.

(349) Ice closes the river above Stratford during the winter and sometimes extends to the entrance.

(350) **Routes.**—The channel in Housatonic River is narrow and crooked, with little depth on either side, and across the bars in the channel are dredged cuts 100 feet wide. The tidal currents are strong, especially in the lower part of the river, and strangers are advised to take a pilot. Small craft, without a pilot, should proceed with caution and preferably on a rising tide.

(351) When entering the river during a flood current, care must be taken to avoid being set on the shoals on the west side by strong westerly currents. In the vicinity of Milford Point care should be exercised to avoid a shoal that reportedly extends from Milford Point to the eastern edge of the channel. Care should also be exercised off the extreme northern end of Nells Island as a shoal is reported to have encroached into the channel. By steering a midchannel course no difficulty should be encountered.

(352) Pilots and tugs can be obtained at New Haven.

(353) A 5 mph speed limit is enforced on the river near anchorage and mooring areas and near boat slips.

(354) **Chart 12354.**—Stratford Shoal Middle Ground, 5.4 miles south of Stratford Point and covered 4½ to 18 feet, is marked by **Stratford Shoal (Middle Ground) Light** (41°03.6' N., 73°06.1' W.), 60 feet above the water and shown from a gray granite octagonal tower projecting from a house on a pier, and by buoys that mark the outer ends of shoal areas extending 1 mile north, 0.9 mile northeast, and 0.5 mile south of the light. A fog signal is at the light.

(355) **North Shore of Long Island.**—From Orient Point (41°09.6' N., 72°14.0' W.), for about 11 miles to Horton Point, the south shore of Long Island Sound is generally bluff and rocky. The 10-fathom curve is from 0.3 to 0.8 mile from shore, and the shoaling is generally abrupt. The outlying dangers are Orient Shoal and the rocky patch northward of Horton Point.

(356) The prominent features are Browns Hills, a tower at Rocky Point, a tank and television tower at Greenport, and Horton Point Light.

(357) Several rocky shoals, including **Orient Shoal** with a least depth of 7 feet, are offshore in the vicinity of **Rocky Point**, about 5 miles westward of Orient Point. The north end of Orient Shoal is marked by a buoy.

(358) **Horton Point Light** (41°05.1' N., 72°26.8' W.), 103 feet above the water, is shown from a white square tower attached to a dwelling on the northwest part of the point. A radiobeacon is 72 yards south-southeastward of the light. The former lighthouse tower is close by, southwestward of the present light.

(359) A rocky shoal with a least found depth of 26 feet is 1.6 miles northward of Horton Point. The shoal is a ridge having a northeast-southwest direction, with abrupt shoaling on its northwest and southeast sides.

(360) From Horton Point for about 32 miles to Old Field Point, the shore is fringed with shoals that extend off a greatest distance of 1.5 miles and rise abruptly from the deep water of Long Island Sound. Boulders are found near the shore on the shoals which extend off 0.5 mile in places. A sand shoal, about 0.5 mile in extent with a least depth of 26 feet, is about 1.1 miles northwestward of Duck Pond Point.

(361) The bluffs begin about 1 mile westward of Goldsmith Inlet and reach their greatest elevation just eastward of **Duck Pond Point**. A valley, formed by a break in the bluffs, is just westward of the point; a bathing pavilion is on the beach. Boulders that bare at low water are on the shoals that fringe the shore between Duck Pond Point and Mattituck Inlet.

(362) **Chart 12358.**—**Mattituck Inlet**, 6.7 miles southwestward of Horton Point Light, is entered between two short jetties. The inlet is marked by a long break in the bluffs, and numerous storage tanks inside the inlet are prominent. The outer end of the west jetty is marked by a light. A gong buoy about 1 mile north of the jetty light marks the entrance of the inlet. The sides of the channel are sandy, and, although shoaling is liable to occur at the entrance, strangers can enter the inlet without great danger. In September 1987, the controlling depth was 4 feet (6 feet at midchannel) from the entrance for about 1.8 miles to the turning basin at Mattituck with 7 feet available in the basin. The channel is marked by buoys and private markers. The overhead power cable about 1 mile above the entrance has a clearance of 78 feet.

(363) The tidal currents have an estimated velocity of about 3 knots in the narrow parts of the entrance of Mattituck Inlet. Slack waters occur possibly 1 hour after the time of high and low water. With northerly and westerly winds, the sea is rough in the entrance. The mean range of tide is 5.2 feet at the entrance. The inlet is sometimes closed by ice during portions of cold winters.

(364) Several marinas and a boatyard are inside the inlet. A 50-ton mobile hoist at the boatyard can haul out craft for engine, hull, and radio repairs. Marine supplies, gasoline, diesel fuel, water, and covered and wet storage can be obtained. A transient dock, operated by the Mattituck Park Commission, is at the head of the inlet; depths of about 6 feet are at the dock. A dockmaster is at the dock; water is available.

(365) **Mattituck** is a village on the railroad at the head of the inlet. Provisions can be obtained.

(366) **Jacobs Point** is about 11 miles southwestward of Horton Point Light. An aquaculture site, marked by private buoys, is about 1.4 miles west-northwest of Jacobs Point.

(367) **Offshore Terminal, Northville-Riverhead.**—An offshore platform for the delivery and receipt of petroleum products is in open roadstead, off Northville, NY (and Riverhead, NY), about 1.2 miles northward of Jacobs Point. It is owned and operated by Northville Industries Corporation, Riverhead, NY.

(368) A safety zone surrounds the offshore facility. (See 166.155, chapter 2, for limits and regulations.)

(369) The facility consists of a 45- by 100-foot steel platform structure with breasting dolphins and mooring dolphins providing two berths; one on the north side and one on the south side. The deck height is 24.5 feet. The north berth has depths alongside of 64 feet, and can accommodate tankers up to 225,000 DWT and up to 1,150-foot length, of 62-foot maximum draft.

(370) The south berth has depths alongside of 50 feet, and can accommodate tankers of up to 42,000 DWT and up to 6,00-foot length, of 42-foot maximum draft. Barges mooring in this berth must be at least 220 feet long.

(371) A private fog signal is on the platform and private lights mark the four corners.

(372) **Wharf.**—An 800-foot barge pier is just east of Jacobs Point and southward of the platform. In May 1991, only the

west side of the pier was used for the transshipment of petroleum products. Barges to 30,000 barrel capacity are received. Depth alongside is 16 feet. However, depths of 13 feet surround the area and a 11-foot shoal marked by a private buoy, must be cleared on the recommended southwest approach to, and northwest departure from the west pier berth. Vessels with draft greater than 12 feet should exercise caution when approaching the pier and should endeavor to arrive or depart at high water.

(373) **Prominent feature.**—The numerous light green oil storage tanks on Jacobs Point are prominent.

(374) **Communications.**—Vessels transitting Long Island Sound or approaching the facility may do so through a VHF-FM marine operator. Available marine operator stations' name and channel are:

(375) Riverhead 28

(376) New Bedford 26

(377) New London 26

(378) Bridgeport 24.

(379) Upon the approach of an incoming vessel, the platform, voice call "Northville Industries Offshore Platform", or "Northville-Riverhead Platform", or "Northville-Riverhead Terminal", or "Northville-Riverhead Dock", monitors VHF-FM channels 16, 13 and 19A; works channel 19A.

(380) Vessels calling at the platform are moored at any time, weather conditions permitting. The tidal current periods are substantially the same as at The Race. Strong winds from the north and northwest are experienced during the winter and spring. Tidal currents during maximum ebb and flood may reach 3 knots. The mean range of tide is 5.4 feet.

(381) Vessels awaiting berth at the platform will normally anchor north of the platform. A vessel drawing more than 50 feet of water may wish to anchor in deeper water northwest of the platform. Pilots are familiar with the best anchorages. Holding ground is good and a scope of 8 shots (120 feet) is considered adequate.

(382) **Pilotage, Offshore Terminal, Northville-Riverhead.**—Pilotage is compulsory in Long Island Sound for foreign vessels and U.S. vessels under register. For these vessels, pilotage to this terminal is available from:

(383) Sound Pilots, Inc. (a division of Northeast Marine Pilots, Inc.).

(384) For U.S. enrolled vessels in the coastwise trade, pilotage to this terminal is available from

(385) Connecticut State Pilots (a division of Interport Pilots Agency, Inc.),

(386) Constitution State Pilots Association,

(387) Long Island Sound State Pilots Association, Inc., and

(388) Sound Pilots, Inc. (a division of Northeast Marine Pilots, Inc.).

(389) See Pilotage, Long Island Sound (indexed as such), early this chapter, and Pilotage, New York Harbor and Approaches, (indexed as such), chapter 11.

(390) The pilot serves as docking master and remains on board on standby while the vessel is moored at the platform. Pilot services are arranged in advance through ships' agents or directly by shipping companies.

(391) **Tugs.**—Tug service is available from New Haven, Providence, Brooklyn, or Staten Island on advance notice. Normally two or three tugs are used for docking and one or two tugs for undocking.

(392) **Launch service.**—J & H Launch Service, Port Jefferson (516-331-5336), provides transfer service for vessels at anchor or alongside the platform.

(393) **Supplies.**—Fueling of a ship alongside the platform is not permitted. A ship may fuel while at anchor from a barge. Water is not available from this facility. Stores may

be brought on board via launch while alongside or at anchor.

(394) New York City is the **quarantine, customs, immigration, and agricultural quarantine** port of entry for Northville. Officials are stationed in New York City. (See appendix for addresses.) Arrangements for such inspections must be made by ships' agents in advance, usually not less than 24 hours Monday through Friday and 48 hours on Saturday and Sunday. Officials will board vessels in the anchorage prior to arrival within the vicinity of the offshore mooring facility.

(395) **Chart 12354.**—Between Mattituck Inlet and Port Jefferson the shore is fringed with rock shoals extending in places 1.5 miles offshore. The outer ends of the shoals are marked by buoys.

(396) **Horse in Bank**, 7.3 miles westward of Mattituck Inlet, is an area of white patches in the brush-covered bluff at Friars Head. The feature is at the western end of Roanoke Point Shoal and 14 miles westward of Horton Point Light.

(397) The valley of **Wading River**, about 20 miles westward of Horton Point Light, forms a broad break in the high bluffs. The entrance to Wading River is protected by a short jetty on the west side. In July 1981, a reported depth of about 3 feet could be carried in the river to a town launching ramp 0.1 mile above the entrance. A small canal, about 350 yards westward of the entrance to Wading River, leads southward to the site of a nuclear power station. The canal, closed to general navigation, had a reported depth of about 12 feet in June 1989.

(398) **Tuttles White Bank** is a high white bluff 0.6 mile westward of Wading River.

(399) **Charts 12362, 12364.**—**Mount Sinai Harbor**, 22.5 miles westward of Mattituck Inlet, is marked by a low break in the beach nearly 1 mile long. The approach to the harbor is marked by a buoy. The entrance is protected by two jetties, the outer parts of which are awash at high water. Caution should be exercised when rounding them. A private light and a private daybeacon mark the outer ends of the east and west jetties, respectively. In June 1981, a depth of about 8 feet was reported available through the entrance. The northern part of the harbor has general depths of 10 to 20 feet. A channel marked by private buoys leads eastward from the entrance to small-craft facilities on the north shore of the harbor. The southern part of the harbor is shoal; the chart is the guide. Several small-craft facilities are in the harbor. (See the small-craft facilities tabulation on chart 12364 for services and supplies available.) A **speed limit** of 6 mph is enforced in the harbor by the Suffolk County Police.

(400) **Mount Misery**, 180 feet high, between Mount Sinai Harbor and Port Jefferson, slopes off gradually toward the sound where the bluffs are about 60 feet high and very prominent. Sand banks dug out by sand and gravel companies are very conspicuous.

(401) **Port Jefferson Harbor**, on the south shore of Long Island Sound eastward of Old Field Point, is entered through a dredged channel that leads between two jetties to a docking area near the southwestern end of the harbor; the jetties are each marked by a light. The approach is marked by a lighted whistle buoy, about 1.1 miles northwest of the entrance. Three stacks on the west side near the head of the harbor are conspicuous landmarks. A 12 mph **speed limit** is enforced in the main entrance channel, and a 5 mph **speed limit** is enforced at the head of the harbor in the vicinity of the mooring areas and wharves.

(402) A **121°-301° measured nautical mile** is westward of the entrance to Port Jefferson Harbor on Old Field Beach.

The front markers are orange posts about 8 feet high; the rear markers are rectangles mounted on legs about 12 feet high, painted red with a 6-inch black vertical stripe in the middle.

(403) The approach to Port Jefferson Harbor is clear, taking care to avoid Mount Misery Shoal with depths of 7 to 12 feet, about 0.8 mile north-northeast of the east jetty light.

(404) In November 1990, the controlling depth was 23 feet (26 feet at midchannel) in the dredged channel through Port Jefferson Harbor to the docking area off an oil wharf at the southern end. Shoaling to 10 feet is near the southwest corner of the southern limit of the project. The channel is marked by lighted and unlighted buoys and a 146° lighted range. In September 1982, it was reported that due to the closeness of the range lights it may be difficult to determine when they are in line. It was further reported that the range may be obscured by vessels tied up at the oil wharf on the west side of the harbor.

(405) Shoals with little depth are on both sides of the channel from the entrance to Port Jefferson to Lighted Bell Buoy 5 inside the entrance. The ground from the east jetty to the lighted bell buoy is broken, with shoals covered 4 to 11 feet. The lighted bell buoy cannot be seen over the breakwater at low tide by small vessels approaching the harbor.

(406) The mean range of tide is 6.6 feet.

(407) **Currents.**—In the channel between the jetties the velocity of the tidal currents is 2.6 knots on flood and 1.9 on ebb; flood sets 151° and the ebb 323°. It is reported that on the ebb there is a current with a velocity of 1 to 2 knots across the entrance to the harbor.

(408) **Ice** forms over the entire harbor and interrupts navigation in very cold weather, but does not endanger shipping in the harbor.

(409) **Pilotage, Port Jefferson.**—Pilotage is compulsory in Long Island Sound for foreign vessels and U.S. vessels under register. For these vessels, pilotage is available from:

(410) Sound Pilots, Inc. (a division of Northeast Marine Pilots, Inc.).

(411) For U.S. enrolled vessels in the coastwise trade, pilotage is available from:

(412) Connecticut State Pilots (a division of Interport Pilots Agency, Inc.),

(413) Constitution State Pilots Association,

(414) Long Island Sound State Pilots Association, Inc., and
(415) Sound Pilots, Inc. (a division of Northeast Marine Pilots, Inc.).

(416) See Pilotage, Long Island Sound (indexed as such), early this chapter, and Pilotage, New York Harbor and Approaches, (indexed as such), chapter 11.

(417) Pilot services are arranged in advance through ships' agents or directly by shipping companies.

(418) **Tugs.**—Tug service is available from New Haven, Providence, Brooklyn, or Staten Island on advance notice. Normally, two tugs are used for docking and one for undocking.

(419) **Port Jefferson** is a town at the southern end of the harbor. The principal industries of the port are the shipping of sand and gravel and the distribution of petroleum products. There are small-craft facilities at the head of the harbor. (See the small-craft facilities tabulation on chart 12364 for services and supplies available.) A launching ramp is at the head of the harbor.

(420) **Wharves.**—Depths ranging from 16 feet to bare are reported alongside the small commercial wharves and piers at the head of the harbor. In June 1983, the depths were 31 feet alongside the oil wharf on the west side of the harbor about 400 yards from the head. The powerplant wharf about 150 yards to the northwestward had depths of 25 to 28 feet alongside in June 1983.

(421) **Communications.**—Port Jefferson is served by railroad and bus. A ferry operates to Bridgeport, Conn.

(422) **Conscience Bay** is entered through a long, narrow channel at the northwest end of Port Jefferson Harbor. The bay and entrance have depths of 1 to 2 feet. Strangers should not attempt to enter as there are many rocks at the entrance.

(423) **Setauket Harbor**, on the western side of Port Jefferson Harbor, has a narrow crooked channel. In June 1981, a reported depth of about 2½ feet was available in the channel to the boatyard at Setauket. The entrance from Port Jefferson is marked by private seasonal buoys. Gasoline, moorings, and limited marine supplies are available at the boatyard; a flatbed trailer can haul out craft to 32 feet long.

(424) **Setauket** is a village on the south shore of Setauket Harbor about 1 mile above the entrance.

9. WESTERN LONG ISLAND SOUND

(1) This chapter describes the western part of Long Island Sound along the north shore from Bridgeport to Throgs Neck, the south shore from Old Field Point to Willets Point, and the East and Harlem Rivers. Also described are the many bays and their tributaries that make into this part of the sound including Bridgeport Harbor, Stamford Harbor, Captain Harbor, Mamaroneck Harbor, Norwalk Harbor, Eastchester Bay, Huntington Bay, Oyster Bay, Hempstead Harbor, Manhasset Bay, Flushing Bay, and New Rochelle Harbor, and the commercial and small-craft facilities found in these waters.

(2) **COLREGS Demarcation Lines.**—The lines established for Long Island Sound are described in 80.155, chapter 2.

(3) **Chart 12363.—Western Long Island Sound** is that portion of the deep navigable waterway between the shores of Connecticut and New York and the northern coast of Long Island westward of the line between Bridgeport and Old Field Point.

(4) This region has boulders and broken ground, with little or no natural change in the shoals. The waters are well marked by navigational aids so that strangers should experience no difficulty in navigating them. As all broken ground is liable to be strewn with boulders, vessels should proceed with caution when in the vicinity of broken areas where the charted depths are less than 6 to 8 feet greater than the draft. All of the more important places are entered through dredged channels. During fog, vessels are advised to anchor until the weather clears before attempting to enter. The numerous oyster grounds in this region are usually marked by stakes and flags. These stakes may become broken off and form obstructions dangerous to small craft which, especially at night, should proceed with caution when crossing oyster areas.

(5) **Anchorage.**—There is anchorage for large vessels in the bight outside Bridgeport Harbor Light. Cockenoe Harbor is sometimes used by small vessels, but Sheffield Island Harbor is preferred and is sometimes used by tugs. Westward of Norwalk Islands, seagoing vessels can anchor toward the north shore and, with good ground tackle, hold on in northerly winds. Captain Harbor affords good shelter, but is rarely used except by local vessels. On the south shore, Huntington Bay and Hempstead Harbor are available for large vessels; Oyster Bay is also used, and Manhasset Bay is available for light-draft vessels. City Island Harbor is a fine resort for coasters.

(6) **Tides.**—The time of tide is nearly simultaneous throughout Long Island Sound, but the range of tide increases from about 2.5 feet at the east end to about 7.3 feet at the west end. Daily predictions of the times and heights of high and low waters for New London, Bridgeport, and Willets Point are given in the Tide Tables.

(7) The effect of strong winds, in combination with the regular tidal action, may at times cause the water to fall several feet below the plane of reference of the charts.

(8) **Currents.**—About 1.3 miles northward of Eatons Neck Light the ebb runs about 5 hours longer than the flood. The current has a velocity of 1.4 knots; the flood sets 283° and the ebb sets 075°.

(9) The direction and velocity of the currents are affected by strong winds which may increase or diminish the periods of flood or ebb. Directions and velocities from Point Judith

to Throgs Neck for each hour of the tidal cycle will be found in Tidal Current Charts, Long Island Sound and Block Island Sound. Currents in East River are described in the latter part of this chapter.

(10) **Weather.**—These waters are more protected than the eastern Sound resulting in fewer gales. However, winters are colder and summers warmer due to this sheltering effect. Fog is not so frequent either and tends to burn off quicker than farther east. Winter winds of 16 knots or more are likely about 12 to 15 percent of the time and are predominantly from the west through northwest. Harbors such as Cold Spring, Oyster Bay, Hempstead and Manhasset offer additional shelter. In summer thunderstorms may develop on 4 to 5 days per month. These are most likely during the afternoon or evening.

(11) In Long Island Sound the north and south shores are equally subject to fog, except that on spring and summer mornings, when there is little or no wind, fog will often hang along the Connecticut shore while it is clear offshore and southward.

(12) In the western end of Long Island Sound, although fogs are liable to occur at any time, they are not encountered so often nor do they generally last so long as farther eastward.

(13) **Ice.**—In ordinary winters the floating and pack ice in Long Island Sound, while impeding navigation, does not render it absolutely unsafe, but in exceptionally severe winters the reverse is true; then only the powerful steamers can make their way.

(14) Drift ice, which is formed principally along the northern shore of the sound under the influence of the prevailing northerly winds, drifts across to the southern side and accumulates there, massing into large fields, and remains until removed by southerly winds which drive it back to the northerly shore.

(15) In ordinary winters ice generally forms in the western end of the sound as far as Eatons Neck; in exceptionally severe winters ice may extend to Falkner Island and farther eastward.

(16) **Effects of winds on ice.**—In Long Island Sound northerly winds drive the ice to the southern shore of the sound and southerly winds carry it back to the northern shore. Northeasterly winds force the ice westward and cause formations heavy enough to prevent the passage of vessels of every description until the ice is removed by westerly winds. These winds carry the ice eastward and, if of long enough duration, drive it through The Race into Block Island Sound, from where it goes to sea and disappears.

(17) In Bridgeport Harbor winds from north to northwest clear the harbor of drift ice, and those from southeast through south to southwest force the ice into the harbor from the sound. The outer buoys may be carried out of position by heavy ice during severe winters.

(18) Additional information concerning ice conditions in the waters adjoining Long Island Sound is given under the local descriptions.

(19) **Vessel Traffic Service (New York)**, operated by the U.S. Coast Guard, serves New York Harbor (see 161.501 through 161.580, chapter 2, for regulations).

(20) **Pilotage, Western Long Island Sound.**—Pilotage is compulsory in Long Island Sound for foreign vessels and U.S. vessels under register. For vessels entering Long Island

APPENDIX

(1) **Sales Information.**—National Ocean Service publications and nautical charts are sold by NOS and its authorized sales agents in many U.S. ports and in some foreign ports. Mail orders should be addressed to:

- (2) National Ocean Service,
- (3) Distribution Branch (N/CG33),
- (4) 6501 Lafayette Avenue,
- (5) Riverdale, MD 20737-1199.
- (6) Orders should be accompanied by a check or money order payable to NOS, Department of Commerce. Remittance from outside the United States should be made either by an International Money Order or by a check payable on a U.S. bank. Chart catalogs, which include a listing of authorized sales agents, are free upon request. The National Ocean Service maintains over-the-counter cash sales offices at Distribution Branch, Riverdale (see address above), and at 701 C Street, Box 38, Anchorage, AK 99513.

(7) **National Ocean Service Offices**

(8) **Washington, DC** (Headquarters): Assistant Administrator, National Ocean Service, NOAA, Herbert C. Hoover Bldg., 14th Street and Constitution Avenue, NW., Room 5805, Washington, DC 20230-0001.

(9) **Rockville:** Director, Coast and Geodetic Survey, National Ocean Service, NOAA, 6001 Executive Boulevard, Rockville, MD 20852-3806.

(10) **Norfolk:** Director, Atlantic Marine Center, National Ocean Service, NOAA, 439 West York Street, Norfolk, VA 23510-1114.

(11) **Seattle:** Director, Pacific Marine Center, National Ocean Service, NOAA, 1801 Fairview Avenue East, Seattle, WA 98102-3767.

(12) **Charts and Publications-National Ocean Service**

(13) **Nautical Charts** (See Chart Catalogs)

(14) United States Coastal and Intracoastal Waters, and possessions.

(15) Great Lakes, Lake Champlain, New York State Canals, and the St. Lawrence River-St. Regis to Cornwall, Canada.

(16) **Publications** (See Chart Catalogs for latest editions and prices)

(17) **Coast Pilots**

(18) U. S. Coast Pilot 1, Atlantic Coast, Eastport to Cape Cod.

(19) U. S. Coast Pilot 2, Atlantic Coast, Cape Cod to Sandy Hook.

(20) U. S. Coast Pilot 3, Atlantic Coast, Sandy Hook to Cape Henry.

(21) U. S. Coast Pilot 4, Atlantic Coast, Cape Henry to Key West.

(22) U. S. Coast Pilot 5, Atlantic Coast—Gulf of Mexico, Puerto Rico, and Virgin Islands.

(23) U.S. Coast Pilot 6, Great Lakes, Lakes Ontario, Erie, Huron, Michigan, and Superior and St. Lawrence River.

(24) U.S. Coast Pilot 7, Pacific Coast, California, Oregon, Washington, and Hawaii.

(25) U.S. Coast Pilot 8, Pacific Coast Alaska, Dixon Entrance to Cape Spencer.

(26) U.S. Coast Pilot 9, Pacific and Arctic Coasts, Alaska—Cape Spencer to Beaufort Sea.

(27) **Distance Tables**

(28) Distances Between United States Ports.

(29) **Tide Tables**

(30) Europe and West Coast of Africa.

(31) East Coast, North and South America.

(32) West Coast, North and South America.

(33) Central and Western Pacific Ocean and Indian Ocean.

(34) Supplemental Tidal Predictions—Anchorage, Nikiski, Seldovia, and Valdez, Alaska.

(35) **Tidal Current Tables**

(36) Atlantic Coast, North America.

(37) Pacific Coast, North America and Asia.

(38) **Tidal Current Charts/Atlas**

(39) Boston Harbor.

(40) Narragansett Bay to Nantucket Sound.

(41) Narragansett Bay.

(42) Long Island Sound and Block Island Sound.

(43) Delaware Bay and River Atlas.

(44) Upper Chesapeake Bay.

(45) Charleston Harbor, S.C.

(46) Tampa Bay.

(47) Puget Sound, Northern Part.

(48) Puget Sound, Southern Part.

(49) **Tidal Current Diagrams**

(50) Boston Harbor.

(51) Long Island Sound and Block Island Sound.

(52) New York Harbor.

(53) **Regional Tide and Tidal Current Table.**

(54) New York to Chesapeake Bay.

(55) **Charts and Publications—Other U.S. Government Agencies**

(56) A partial list of publications and charts considered of navigational value is included for the ready reference of the mariner. In addition to the agents located in the principal seaports handling publication sales, certain libraries have been designated by the Congress of the United States to receive the publications as issued for public review.

(57) **Government Printing Office.**—Publications of the U.S. Government Printing Office may be ordered from Superintendent of Documents, U.S. Government Printing Office, Washington, DC 20402-9325. Orders may be charged to Visa, Mastercard, or Choice by calling (202) 783-3238 during normal business hours.

(58) **Defense Mapping Agency Procurement Information.**—Publications and charts of the Defense Mapping Agency Hydrographic/Topographic Center are available from Defense Mapping Agency Combat Support Center (Code DDCP), Washington, DC 20315-0020 and its sales agents.

(59) **Nautical Charts**

(60) U.S. Waters:

(61) Apalachicola, Chattahoochee and Flint Rivers Navigation Charts, Alabama River Charts, and Black Warrior-Tombigbee Rivers River Charts: Published and for sale by U.S. Army Engineer District Mobile, P.O. Box 2288, 109 St. Joseph Street, Mobile, Ala. 36628-0001.

(62) Flood Control and Navigation Maps of the Mississippi River, Cairo, Ill. to the Gulf of Mexico: Published by Mississippi River Commission and for sale by U.S. Army Engineer District Vicksburg, P.O. Box 60, U.S. Post Office and Courthouse, Vicksburg, Miss. 39180-0060.

(63) Upper Mississippi River Navigation Charts (Mississippi River, Cairo, Ill. to Minneapolis, Minn.): Published by U.S. Army Engineer North Central Division and for sale by

U.S. Army Engineer District St. Louis, 210 N. Tucker Boulevard, St. Louis, Mo. 63101-1986.

(64) **Charts of the Illinois Waterway**, from Mississippi River at Grafton, Ill. to Lake Michigan at Chicago and Calumet Harbors: Published and for sale by U.S. Army Engineer District Rock Island, Clock Tower Bldg., Rock Island, Ill. 61201-2004.

(65) **Foreign Waters**: Published by Defense Mapping Agency Hydrographic/Topographic Center (see Defense Mapping Agency Procurement Information above).

(66) **Marine Weather Service Charts**: Published by the National Weather Service; for sale by NOS Distribution Branch (see Sales Information above).

(67) **Publications**

(68) **Notices to Mariners**:

(69) The Local Notice to Mariners is available without charge upon application to the appropriate Coast Guard District Commander (see address further on). The Defense Mapping Agency Notice to Mariners is available without charge by operators of ocean-going vessels (see Defense Mapping Agency Procurement Information above).

(70) **Special Notice to Mariners** are published annually in Defense Mapping Agency Notice to Mariners 1. These notices contain important information of considerable interest to all mariners. Interested parties are advised to read these notices.

(71) **Light Lists (United States and Possessions)**: Published by U.S. Coast Guard; for sale by the Government Printing Office. (See Government Printing Office, early this appendix.)

(72) **List of Lights (Foreign Countries)**: Published by Defense Mapping Agency Hydrographic/Topographic Center (see Defense Mapping Agency Procurement Information above).

(73) **Sailing Directions (Foreign Countries)**: Published by Defense Mapping Agency Hydrographic/Topographic Center (see Defense Mapping Agency Procurement Information above).

(74) **Radio Navigational Aids**, Pub. 117: Published by Defense Mapping Agency Hydrographic/Topographic Center (see Defense Mapping Agency Procurement Information above).

(75) **The Nautical Almanac, the Air Almanac, and Astronomical Almanac**: Published by U.S. Naval Observatory; for sale by Government Printing Office. (see Government Printing Office, early this appendix.)

(76) **American Practical Navigator (Bowditch)** (Pub. 9): Published by Defense Mapping Agency Hydrographic/Topographic Center (see Defense Mapping Agency Procurement Information above).

(77) **International Code of Signals** (Pub. 102): Published by Defense Mapping Agency Hydrographic/Topographic Center (see Defense Mapping Agency Procurement Information above).

(78) **Selected Worldwide Marine Weather Broadcasts**: Published by National Weather Service; for sale by the Government Printing Office. (See Government Printing Office, early this appendix.)

(79) **Navigation Rules**: Navigation Rules, International-Inland (COMDTINST M16672.2 series): Published by the U.S. Coast Guard; for sale by Government Printing Office. (see Government Printing Office, early this appendix.)

(80) **Federal Requirements for Recreational Boats**: Published by U.S. Coast Guard; available without charge by contacting the toll free Boating Safety Hotline (telephone, 800-368-5647).

(81) **Port Series of the United States**: Published and sold by Corps of Engineers, U.S. Army, Water Resources Support Center, Port Facilities Branch, Casey Building, Fort Belvoir, VA 22060-5586.

(82) **Maritime Radio User Handbook**: Published and sold by Radio Technical Commission for Maritime Services, 655 Fifteenth Street, N.W., Suite 300, Washington, DC 20005-5701.

(83) **Corps of Engineers Offices**

(84) **New England Division Office**: 424 Trapelo Road, Waltham, MA 02254-9149.

(85) The New England Division, an operating division with both district and division functions, covers all of New England except western Vermont and small portions of Massachusetts and Connecticut along their western boundaries, and includes small portions of southeastern New York, all embraced in the drainage basins tributary to Long Island Sound and the Atlantic Ocean east of the New York-Connecticut State line. It also includes Fishers Island, N.Y.

(86) **New York District Office**: 26 Federal Plaza, New York, NY 10278-0090.

(87) The New York District includes western Vermont, small portions of western Massachusetts and Connecticut, eastern and south-central New York, including Long Island, and northeastern New Jersey embraced in the drainage basins tributary to Lake Champlain and the St. Lawrence River system east thereof and to the Atlantic Ocean from New York-Connecticut State line to, but not including, Manasquan Inlet, N.J.

(88) It exercises jurisdiction, however, over all matters pertaining to the improvement of the Great Lakes to Hudson River waterway. Under the direction of the Secretary of the Army, the district engineer, as Supervisor of New York Harbor, also exercises jurisdiction under the laws enacted for the preservation of the tidal waters of New York Harbor, its adjacent or tributary waters, and the waters of Long Island Sound.

(89) **Environmental Protection Agency (EPA) Offices**—Regional offices and States in the EPA coastal regions:

(90) **Region I** (New Hampshire, Vermont, Maine, Massachusetts, Connecticut, Rhode Island): J. F. Kennedy Federal Bldg., Boston, Mass. 02203.

(91) **Region II** (New Jersey, New York, Puerto Rico, Virgin Islands): 26 Federal Plaza, New York, N.Y. 10278.

(92) **Region III** (Delaware, Maryland, Virginia, District of Columbia, Pennsylvania): 841 Chestnut Street, Philadelphia, PA 19107.

(93) **Region IV** (Alabama, Florida, Georgia, Mississippi, South Carolina, North Carolina): 345 Courtland Street, N.E., Atlanta, Ga. 30365.

(94) **Region V** (Illinois, Indiana, Michigan, Minnesota, Ohio, Wisconsin): 230 South Dearborn Street, Chicago, Ill. 60604.

(95) **Region VI** (Louisiana, Texas): First International Bldg., 1201 Elm Street, Dallas, Tex. 75270.

(96) **Region IX** (California, Hawaii, Guam): 215 Fremont Street, San Francisco, Calif. 94105.

(97) **Region X** (Alaska, Oregon, Washington): 1200 Sixth Avenue, Seattle, Wash. 98101.

(98) **Coast Guard District Offices**

(99) **Commander, First Coast Guard District**, 408 Atlantic Avenue, Boston, MA 02210-3350. Maine; New Hampshire; Vermont; Massachusetts; Rhode Island; Connecticut; New York except that part north of latitude 42°N. and west

of longitude 74°39'W; that part of New Jersey north of 39°57'N. (about the mouth of Toms River), east of 74°27'W. and northeast of a line from 39°57'N. 74°27'W. north west to the New York, New Jersey, and Pennsylvania boundaries at Tristate.

(100) **Note:** A Marine Safety Office combines the functions of the Captain of the Port and Marine Inspection Office.

(101) The symbol (D) preceding an office indicates that a Documentation Office is at the same address.

(102) **Coast Guard Marine Safety Offices**

(103) (D) Boston, MA: 447 Commercial Street 02109-1045.

(104) Portland ME: 312 Fore Street 04112-0108.

(105) Providence, RI: John O. Pastore Federal Building 02903-1790.

(106) **Coast Guard Captains of the Port**

(107) Long Island Sound Captain of the Port, 120 Woodward Avenue, New Haven, CT 06512-3698.

(108) New York Captain of the Port, Governors Island, New York, NY 10004-5098.

(109) **Coast Guard Marine Inspection Offices**

(110) (D) New York, N.Y.: Battery Park Bldg. 10004-1466.

(111) **Coast Guard Stations.**—The stations listed are in the area covered by this Coast Pilot. They have search and rescue capabilities and may provide lookout, communication, and/or patrol functions to assist vessels in distress. The National VHF-FM Distress System provides continuous coastal radio coverage outwards to 20 miles on channel 16. After contact on channel 16, communications with the Coast Guard should be on channel 22. If channel 22 is not available to the mariner, communications may be made on channel 12. Selected stations guard the International Radio-telephone Distress, Safety and Calling Frequencies.

(112) **Massachusetts:**

(113) Cape Cod Canal (41°46.4'N., 70°30.0'W.). East entrance to the canal, near Sandwich, Mass.

(114) Cape Cod Coast Guard Air Station (41°37.5'N., 70°31.5'W.). On Cape Cod at Otis Air Force Base.

(115) Provincetown (42°02.7'N., 70°11.6'W.). On southwest side of harbor, about 0.4 mile southwest of town pier.

(116) Chatham (41°40.3'N., 69°57.0'W.). Southeastern Cape Cod, near Chatham Light.

(117) Woods Hole (41°31.2'N., 70°40.0'W.). On west side of Little Harbor, about 450 yards northward of Juniper Point.

(118) Brant Point (41°17.4'N., 70°05.5'W.). On west side of entrance to Nantucket Harbor, near Brant Point Light.

(119) Menemsha (41°21.0'N., 70°45.9'W.). West end of Martha's Vineyard, near Menemsha Light.

(120) **Rhode Island:**

(121) Castle Hill (41°27.7'N., 71°21.5'W.). On west shore of Newport Neck, near Castle Hill Light.

(122) Point Judith (41°21.7'N., 71°28.9'W.). On Point Judith, near Point Judith Light, 0.5 mile east of Point Judith Harbor of Refuge.

(123) **Connecticut:**

(124) New London (41°20.7'N., 72°05.7'W.). At Fort Trumbull, on west side of main channel northward of Greens Harbor.

(125) New Haven (41°16.4'N., 72°54.2'W.). On the north side of the jutting point, about 1.5 miles northward of Light-house Point.

(126) **New York:**

(127) Fishers Island (41°15.4'N., 72°01.9'W.). In Silver Eel Pond, on west end of island (manned during summer months only).

(128) Eatons Neck (40°57.3'N., 73°23.9' W.). Near Eatons Neck Light, north shore of Long Island, east side of entrance to Huntington Bay.

(129) Montauk Point (41°04.3'N., 71°56.1' W.). In Montauk Harbor, Long Island.

(130) Shinnecock (40°51.0'N., 72°30.3' W.). East side of Ponquogue Point, 1.3 miles northwest of Shinnecock Inlet.

(131) Fire Island (40°37.5'N., 73°15.6' W.). Near west end of island, 0.2 mile northeast of Fire Island Light.

(132) Rockaway (40°34.1'N., 73°53.1' W.). On Rockaway Beach, 2.5 miles east of Rockaway Point.

(133) Coast Guard Air Station Brooklyn, Floyd Bennett Field (40°35.3'N., 73°53.5'W.). On Barren Island.

(134) Fort Totten (40°47.6'N., 73°46.9'W.). On the east side of Little Bay.

(135) New York (40°41.5'N., 74°01.0'W.). On Governors Island.

(136) **New Jersey:**

(137) Sandy Hook (40°28.2'N., 74°00.8' W.). On the Bay side, 0.5 mile south of the northern extremity of Sandy Hook.

(138) **Coast Guard Radio Broadcasts.**—Urgent, safety, and scheduled marine information broadcasts are made by Coast Guard radio stations. In general, these broadcasts provide information vital to vessels operating in the approaches and coastal waters of the United States including Puerto Rico and U.S. Virgin Islands. Transmissions are as follows:

(139) **Urgent and safety broadcasts:**

(140) (1) **By radiotelegraph:** (a) Upon receipt, except within 10 minutes of the next silent period, for urgent messages only; (b) during the last 15 seconds of the first silent period after receipt; (c) repeated at the end of the first silent period which occurs during the working hours of one-operator ships unless the original warning has been cancelled or superseded by a later warning message.

(141) (2) **By radiotelephone:** (a) upon receipt; (b) repeated 15 minutes later (for urgent messages only); (c) text only on the first scheduled broadcast unless cancelled; (d) additional broadcasts at the discretion of the originator.

(142) (3) Urgent broadcasts are preceded by the urgent signal; XXX for radiotelegraph; PAN for radiotelephone. Both the urgent signal and message are transmitted on 500 kHz, 2182 kHz, and channel 16. Safety broadcasts are preceded by the safety signal: TTT for radiotelegraph; SECURITY for radiotelephone. After the preliminary signal on 500 kHz and 2182 kHz, the station shifts to its assigned working medium frequency for the radiotelegraph broadcast and 2670 kHz for the radiotelephone transmission. Those stations broadcasting on VHF will announce on channel 16, shifting to channel 22.

(143) **Scheduled broadcasts.**—The following Coast Guard radio stations make scheduled broadcasts, preceded by a preliminary call on 500 kHz, 2182 kHz, and VHF-FM channel 16, at the times and frequencies indicated:

(144) **Radiotelegraph**

(145) NMF, Boston, Mass., 472 kHz, 0950 and 1900 e.s.t.

(146) **Radiotelephone**

(147) NMF, Boston, 2670 kHz, 1140 and 2340 e.s.t.

(148) NMF-7, Boston, channel 22a 0535 and 1735 e.s.t., antennas: Boston Bank Building, Boston (42°21.5'N., 71°03.5'W.), Eastern Point, Gloucester (42°34.8'N., 70°39.9'W.).

(149) NMF-2, Woods Hole, MA, channel 22A, 0505 and 1705 e.s.t., antennas: Pilgrim Monument, Provincetown (42°03'N., 70°11'W.), Nobska Point, Woods Hole (41°31'N., 70°39.5'W.), Brant Point, Nantucket Harbor (41°17.5'N., 70°06'W.).

(150) NMY-41, East Moriches, Long Island, 2670 kHz, 0710 and 1910 e.s.t., antenna: 1.5 miles north of Moriches Inlet (40°47.3'N., 72°44.9'W.).

(151) Channel 22A, 0710 and 1910 e.s.t., antennas: atop Montauk Point Light, 1.2 miles northwest of Shinnecock Inlet (40°50.9'N., 72°30.2'W.), and Fire Island CG Station (40°37.3'N., 73°15.7'W.).

(152) NMK, Cape May, 2670 kHz, 0603 and 1803 e.s.t., antenna: Cape May.

(153) Channel 22A, 0603 and 1803 e.s.t., antennas: Atlantic City, Cape May, Fortescue, and Indian River.

(154) Customs Ports of Entry and Stations

(155) Vessels may be entered and cleared at any port of entry or customs station, but at the latter only with advance authorization from the Customs Service district director.

(156) Northeast Region

(157) Boston District:

(158) Ports of Entry: New Bedford and Fall River, Mass.; New London, Hartford, New Haven, and Bridgeport, Conn.

(159) Customs Station: Provincetown, Mass. (supervised by Plymouth port of entry).

(160) Providence District:

(161) Ports of Entry: Newport and Providence, R.I.

(162) New York Region

(163) New York District:

(164) Ports of Entry: Albany and New York, N.Y.; Perth Amboy, N. J.

(165) **National Weather Service Offices.**—The following offices will provide forecasts and climatological data or arrange to obtain these services from other offices. They will also check barometers in their offices or by telephone; refer to the local telephone directory for numbers:

(166) Bridgeport, CT: Sikorsky Memorial Airport, Stratford, CT 06497;

(167) Hartford, CT: Bradley International Airport, Windsor Locks, CT 06096.

(168) Newark, NJ: Newark International Airport, Building 51, Room 421, 07114.

(169) New York, NY: 30 Rockefeller Plaza, Mezzanine Floor, Room 9, 10112.

(170) Providence, RI: T.F. Green Airport, 562 Airport Road, Warwick, RI 02886.

(171) **Radio Weather Broadcasts.**—Taped or direct broadcasts of marine weather forecasts and storm warnings are made by commercial and Coast Guard radio stations in the area covered by this Coast Pilot. The Coast Guard broadcast coastal and offshore marine weather forecasts of the times and frequencies indicated:

(172) NMN, Portsmouth, Va.:

(173) 4426.0 kHz, 0030, 0500, and 2300 e.s.t.

(174) 6501.0 kHz, 0030, 0500, 0630, 1100, 1700, 1830, and 2300 e.s.t.

(175) 8764.0 kHz, 0030, 0500, 0630, 1100, 1230, 1700, 1830, and 2300 e.s.t.

(176) 13089.0 kHz, 0630, 1100, 1230, 1700, and 1830 e.s.t.

(177) 17314.0 kHz, 1230 e.s.t.

(178) Marine Weather Services Charts are available for the following areas covered by this Coast Pilot:

(179) Eastport, ME to Montauk Point, NY.

(180) Montauk Point, NY to Manasquan, NJ.

(181) VHF-FM weather broadcast schedules of Coast Guard radio stations are also listed in the description of Coast Guard Radio Broadcasts found elsewhere in this appendix.

(182) **NOAA Weather Radio.**—National Weather Service VHF-FM radio stations provide mariners with continuous FM broadcasts of weather warnings, forecasts, radar reports, and surface weather observations. These stations usually transmit on 162.55, 162.475, or 162.40 MHz. Reception

range is up to 40 miles from the antenna site, depending on the terrain, type of receiver, and antenna used. The following VHF-FM radio stations with location of antenna are in or near the area covered by this Coast Pilot:

(183) KHB-35, Boston, Mass. (42°12'N., 71°06'W.), 162.475 MHz.

(184) KEC-73, Hyannis, Mass. (41°41'N., 70°20'W.), 162.55 MHz.

(185) WXJ-39, Providence, R.I. (41°48'N., 71°28'W.), 162.40 MHz.

(186) WXJ-42, Meriden, Conn. (41°33'N., 72°50'W.), 162.40 MHz.

(187) KHB-47, New London, Conn. (41°26'N., 72°08'W.), 162.55 MHz.

(188) WXM-80, Riverhead, NY (40°53'N., 72°43'W.), 162.475 MHz.

(189) KWO-35, New York, N. Y. (40°45'N., 73°58'W.), 162.55 MHz.

(190) **National Weather Service Forecast Offices (WSFOs).**—Scheduled coastal marine forecasts are issued four times daily by Weather Service Forecast Offices. (See National Weather Service, chapter 1, for further details.) Individual WSFO's and their specific areas of broadcast coverage are as follows:

(191) Boston, MA: From New Hampshire-Massachusetts border to Watch Hill, RI, out 25 miles.

(192) New York, N.Y.: (1) From Watch Hill to Montauk Point, to and including Manasquan, N.J., out 20 miles; (2) Long Island Sound; (3) New York Harbor.

(193) **National Weather Service Port Meteorological Officers (PMOs).**—Port Meteorological Officers provide assistance on matters of weather chart interpretation, instruments, marine weather communication, and requirements affecting ship operations. (See National Weather Service, chapter 1, for further details.) PMO offices in the area covered by this Coast Pilot are as follows:

(194) New York, N.Y.: 30 Rockefeller Plaza 10112.

(195) Newark, N.J.: Newark International Airport, Bldg. 51, 07114.

(196) **Public Health Service Quarantine Stations.**—Stations where quarantine examinations are performed:

(197) Boston: U.S. Quarantine Station. Logan International Airport, East Boston, Mass. 02128.

(198) New York: U.S. Quarantine Station, International Arrivals Bldg., J.F. Kennedy International Airport, Jamaica, NY 11430-1081.

(199) At other ports, quarantine and/or medical examinations are usually performed by Public Health Service contract personnel or by quarantine inspectors from the nearest quarantine station. Inquiries concerning quarantine matters should be directed to the nearest quarantine station.

(200) **Food and Drug Administration (FDA) Regional Offices**

(201) **Northeast Region** (New York, Maine, Connecticut, New Hampshire, Vermont, Rhode Island): 830 Third Avenue, Brooklyn, NY 11232.

(202) **Mid-atlantic Region** (Delaware, Pennsylvania, Virginia, Maryland, Ohio, New Jersey): U.S. Customhouse, 2nd and Chestnut Streets, Philadelphia, PA 19106.

(203) **Southeast Region** (South Carolina, North Carolina, Georgia, Alabama, Louisiana, Mississippi, Florida, Puerto Rico): 60 Eighth Street, N.E., Atlanta, GA 30309.

(204) **Midwest Region** (Illinois, Indiana, Michigan, Wisconsin): 20 N. Michigan Avenue, Chicago, IL 60602.

(205) **Southwest Region** (Texas): 3032 Bryan Street, Dallas, TX 75204.

(206) **Pacific Region** (California, Hawaii, Alaska, Washington, Oregon): 50 U.N. Plaza, San Francisco, CA 94102

(207) **Department of Agriculture, Animal and Plant Health Inspection Service (APHIS) Offices.** Department of, Animal and Plant Health Inspection Service (APHIS) Offices' > (APHIS)' > -Listed below are ports covered by this volume where APHIS inspectors are available to inspect plants, and plant and animal products, and locations of Animal Import Centers where livestock and birds are inspected.

(208) Information on importation of plants, animals, and plant and animal products is available from APHIS, Department of Agriculture, Federal Building, 6505 Belcrest Road, Hyattsville, Md. 20782. The specific offices to contact are as follows: for plants, including fruits and vegetables, and plant products, Plant Protection and Quarantine, Room 635, telephone 301-436-6799; for animal products, Import-Export Animals and Products Staff, Room 756A, telephone 301-436-7885; and for live ruminants, swine, equines, and poultry and other birds, Veterinary Services, Import-Export Animals and Products Staff, Room 764, telephone 301-436-8590.

Connecticut:

(209) Wallingford: Federal Bldg., P.O. Box 631, 06492.

Massachusetts:

(212) Boston: U.S. Custom House 02109; Logan International Airport, East Boston 02128.

New Jersey:

(214) Hoboken: 209 River Street 07030.

New York:

(216) Albany: 80 Wolf Road, Suite 503, 12205.

(217) New York: 26 Federal Plaza 10007.

(218) New York: John F. Kennedy International Airport, International Arrivals Bldg., Jamaica 11430.

Rhode Island:

(220) Warwick: 48 Quaker Lane, West Warwick 02893.

Animal Import Centers:

(222) Honolulu, Hawaii: P.O. Box 50001, 96850.

(223) Miami, Fla.: 8120 NW 53rd Street 33166.

(224) Rock Tavern, N.Y.: New York Animal Import Center, Stewart Airport Rural Route 1, Box 74, 12575.

Immigration and Naturalization Service Offices

Connecticut:

(227) Hartford: Ribicoff Federal Bldg., 450 Main Street 06103-3060.

Massachusetts:

(229) Boston: John F. Kennedy Federal Bldg., Government Center 02203.

New Jersey:

(231) Newark: Federal Bldg., 970 Broad Street 07102.

New York:

(233) Albany: U.S. Post Office and Courthouse, 445 Broadway 12207.

(234) Flushing: Flushing Federal Savings Bldg., 136-21 Roosevelt Avenue 11354.

(235) New York: 26 Federal Plaza 10278.

Rhode Island:

(237) Providence: John O. Pastore Federal Bldg.-U.S. Post Office, Exchange Terrace 02903.

Federal Communications Commission Offices

District field offices:

(240) Boston, Massachusetts: U.S. Customhouse, 165 State Street 02109.

(241) New York, N.Y., 201 Varick Street 10014.

(242) **Canadian Government Agencies.**-Hydrographic Chart Distribution Office, Department of Fisheries and Oceans, P.O. Box 8080, 1675 Russell Road, Ottawa, Ontario, K1G 3H6 Canada.

(243) Superintendent, Quebec Canals, Parks, Canada, 200 Churchill Boulevard, Greenfield Park, Quebec, J4V 2M4, Canada.

(244) **Radio shore stations providing medical advice.**-Messages to shore stations may be transmitted in code groups or plain language; messages should be signed by the master and be prefixed: "DH MEDICO". The following stations maintain a continuous guard on 500 kHz. (See Medical advice, chapter 1.)

(245) NMF, Sandwich, Cape Cod, Mass., U.S. Coast Guard.

(246) WCC, Chatham, Cape Cod, Mass., RCA Global Communications, Inc.

(247) **Measured Courses.**-The positions of measured courses are shown on the chart and their description is included in the Coast Pilots when information is reported to the National Ocean Service. Courses are located in the following places covered by this Coast Pilot.

(248) Beach Channel, along south shore of Jamaica Bay 12350.

(249) Captain Harbor, on south side of Great Captain Island 12367.

(250) Eatons Neck, on west side of Eatons Neck 12365.

(251) Port Jefferson, off Port Jefferson Harbor 12362.

(252) West Gilgo Beach, along State Boat Channel 12352.

(253) Sandy Hook Bay, on south side of Sandy Hook Bay off Municipal Yacht Basin 12327.

(254) The pages in the text describing the courses can be obtained by referring to the index for the geographic places; chart numbers follow the names.

COASTAL WARNING DISPLAYS

DAYTIME SIGNALS

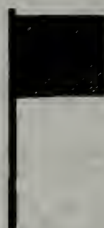
SMALL CRAFT
ADVISORY



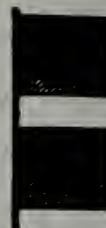
GALE
WARNING



STORM
WARNING

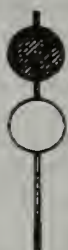


HURRICANE
WARNING



NIGHT (LIGHT) SIGNALS

SMALL CRAFT
ADVISORY



GALE
WARNING



STORM
WARNING



HURRICANE
WARNING



EXPLANATION OF DISPLAYS

Small Craft Advisory: One RED pennant displayed by day and a RED light ABOVE a WHITE light at night, to alert mariners to sustained (more than two hours) weather or sea conditions, either present or forecast, that might be hazardous to small boats. Mariners learning of a Small Craft Advisory are urged to determine immediately the reason by tuning their radios to the latest marine broadcasts. Decision as to the degree of hazard will be left up to the boatman, based on his experience and size and type of boat. The threshold conditions for the Small Craft Advisory are usually 18 knots of wind (less than 18 knots in some dangerous waters) or hazardous wave conditions.

Gale Warning: Two RED pennants displayed by day and a WHITE light ABOVE a RED light at night to indicate that winds within the range 34 to 47 knots are forecast for the area.

Storm Warning: A single square RED flag with a BLACK center displayed during daytime and two RED lights at night to indicate that winds 48 knots and above, no matter how high the speed, are forecast for the area. However, if the winds are associated with a tropical cyclone (hurricane) the STORM WARNING display indicates that winds within the range 48 to 63 knots are forecast.

Hurricane Warning: Displayed only in connection with a tropical cyclone (hurricane). Two square RED flags with BLACK centers displayed by day and a WHITE light between two RED lights at night to indicate that winds 64 knots and above are forecast for the area.

Note: A "HURRICANE WATCH" is an announcement issued by the National Weather Service via press and radio and television broadcasts whenever a tropical storm or hurricane becomes a threat to a coastal area. The "Hurricane Watch" announcement is not a warning, rather it indicates that the hurricane is near enough that everyone in the area covered by the "Watch" should listen to their radios for subsequent advisories and be ready to take precautionary action in case hurricane warnings are issued.

Note: As of 1 February 1989 the National Weather Service discontinued its operation of the above visual system. Some local organizations, however, continued this program using information from a NOAA Weather Radio or some similar source for activating or ending their display. A SPECIAL MARINE WARNING BULLETIN is issued whenever a severe local storm or strong wind of brief duration is imminent and is not covered by existing warnings or advisories. Boaters will be able to receive these special warnings by keeping tuned to a NOAA VHF-FM radio station or to Coast Guard and commercial radio stations that transmit marine weather information.

CP5071

Figure at intersection of columns opposite ports in question is the nautical mileage between the two. Example: New York, N. Y., is 1399 nautical miles from San Juan, P. R.

[illegible]

*Quebec, Canada • SUBTRACT 139 miles

All tabular distances are by outside routes which can be used by the deepest-draft vessel that the listed ports can accommodate. Lighter-draft vessels can save considerable mileage by transiting Canso Lock (Canada), the Cape Cod Canal (Massachusetts);

and the Chesapeake and Delaware Canal (Delaware-Maryland); see the detailed tables. Gulf of Mexico distances are through the Shipping Safety Airways.

COASTWISE DISTANCES
CAPE COD, MASS., TO NEW YORK, N.Y.
 (Nautical Miles)

Figure at intersection of columns opposite ports in question is the nautical mileage between the two. Example: New Bedford, Mass., is 74 nautical miles from New London, Conn.

COASTWISE DISTANCES CAPE COD, MASS., TO NEW YORK, N.Y. (Nautical Miles)																													
Figure at intersection of columns opposite ports in question is the nautical mileage between the two. Example: New Bedford, Mass., is 74 nautical miles from New London, Conn.																													
CAPE COD CANAL E. ENT. 41°46.8'N., 70°28.0'W.	NANTUCKET SHOALS 40°30.0'N., 69°25.0'W.	Nantucket, Mass. 41°17.2'N., 70°05.7'W.	Vineyard Haven, Mass. 41°27.3'N., 70°35.8'W.	Woods Hole, Mass. 41°31.4'N., 70°40.4'W.	New Bedford, Mass. 41°38.1'N., 70°55.1'W.	Newport, R. I. 41°29.8'N., 71°19.8'W.	Fall River, Mass. 41°42.4'N., 71°09.8'W.	Providence, R. I. 41°48.5'N., 71°24.0'W.	Great Salt Pond, R. I. 41°11.1'N., 71°34.9'W.	Stoughton, Conn. 41°19.9'N., 71°54.6'W.	New London, Conn. 41°21.4'N., 72°05.4'W.	Hartford, Conn. 41°45.0'N., 72°39.0'W.	New Haven, Conn. 41°17.4'N., 72°54.5'W.	Stratford, Conn. 41°11.3'N., 73°07.3'W.	Bridgeport, Conn. 41°10.3'N., 73°10.8'W.	South Norwalk, Conn. 41°05.7'N., 73°24.7'W.	Stamford, Conn. 41°01.8'N., 73°32.3'W.	Montauk, N. Y. 41°02.8'N., 71°57.5'W.	Sag Harbor, N. Y. 41°00.2'N., 72°17.7'W.	Greenport, N. Y. 40°57.0'N., 72°21.5'W.	Port Jefferson, N. Y. 40°57.0'N., 73°04.5'W.	MONTAUK POINT, N. Y. 41°01.7'N., 71°47.3'W.	NEW YORK, N. Y. 40°42.0'N., 74°01.0'W.	Penn Amboy, N. J. 40°30.3'N., 74°15.7'W.	Elizabethport, N. J. 40°38.8'N., 74°11.2'W.	Port Newark, N. J. 40°41.8'N., 74°09.0'W.			
144	85																												
69	88	29																											
43	88	29	7																										
22	92	33	7																										
31	111	53	28	15																									
54	111	71	45	38	38																								
69	126	77	51	44	54	16																							
74	131	91	65	57	58	21	21																						
66	114	80	54	50	48	23	38	43																					
77	126	92	67	61	58	34	49	55	19																				
89	136	103	77	72	74	48	63	68	29	12																			
140	187	155	129	125	124	98	113	118	80	66	62																		
127	171	140	114	109	111	84	100	105	72	59	54	81	15																
132	176	147	121	117	113	90	105	110	72	59	54	81	15	10															
138	182	153	127	123	122	95	110	115	78	64	60	86	25	36	26														
151	195	166	140	135	135	108	124	129	91	77	73	101	36	27	22	11													
152	196	167	141	136	136	109	125	130	92	79	74	102	37	27	22	11	76												
85	127	99	74	69	66	42	58	63	23	18	20	66	51	56	62	75	76	21											
100	143	114	88	83	81	57	72	77	39	29	27	64	49	54	60	73	74	21	11										
99	142	113	87	82	80	56	71	76	37	28	25	62	47	52	58	71	72	22	11	54									
134	178	149	123	118	118	91	107	112	74	61	56	84	23	15	23	24	58	56	30	68									
76	113	89	63	59	60	35	51	56	15	19	28	75	62	65	74	84	85	32	30	54									
182	223	196	171	166	166	139	154	159	121	109	104	131	68	57	52	40	33	105	103	102	52	122							
202	223	216	191	186	186	159	174	179	141	129	124	151	88	77	72	60	53	125	123	122	72	123	20						
191	225	206	181	176	176	149	164	169	131	119	114	141	78	67	62	50	43	115	113	112	62	124	10	10					
193	227	208	183	178	178	151	166	171	133	121	116	143	80	69	64	52	45	117	115	114	64	126	12	15	5				

Ambrose Light (40°27.5'N., 73°49.9'W.) to New York (The Battery), 20.7 miles.

INSIDE-ROUTE DISTANCES

SOUTH SIDE OF LONG ISLAND
GREENPORT, N.Y., TO EAST ROCKAWAY INLET, N.Y.
(Nautical Miles)

Figure at intersection of columns opposite ports in question is the nautical mileage between the two. Example: Freeport is 61 nautical miles from Shinnecock Canal North End.

SOUTH SIDE OF LONG ISLAND GREENPORT, N.Y., TO EAST ROCKAWAY INLET, N.Y. (Nautical Miles)																										
Greenport 41°06.0'N., 72°21.5'W.	Sag Harbor 41°06.0'N., 72°17.7'W.	Riverside 40°55.0'N., 72°39.4'W.	Shinnecock Canal, N. End 40°53.9'N., 72°37.3'W.	Shinnecock Inlet 40°50.3'N., 72°28.6'W.	Westhampton Beach 40°48.2'N., 72°38.4'W.	Moncks Inlet 40°45.8'N., 72°45.3'W.	Belport 40°45.1'N., 72°56.0'W.	Patchogue 40°45.5'N., 73°01.2'W.	Bay Shore 40°42.8'N., 73°14.2'W.	Fire Island Inlet 40°37.8'N., 73°18.6'W.	Babylon 40°41.2'N., 73°18.9'W.	Amityville 40°39.6'N., 73°24.8'W.	Jones Beach 40°36.2'N., 73°30.8'W.	Jones Inlet 40°34.4'N., 73°34.9'W.	Freeport 40°37.6'N., 73°34.9'W.	Long Beach 40°35.7'N., 73°39.4'W.	East Rockaway Inlet 40°34.9'N., 73°45.4'W.	Rockaway Point 40°32.4'N., 73°56.5'W.	NEW YORK (The Battery) 40°42.0'N., 74°01.0'W.	Manhasset Inlet, N. J. 40°06.1'N., 74°01.9'W.						
11	22	16	17	8	21	22	13	5	12	20	28	34	42	48	57	62	61	66	72	76	77	80	85	94	107	116
21	12	17	18	9	21	22	14	6	13	21	28	34	42	48	57	62	61	66	72	76	77	80	85	94	107	116
31	22	27	28	19	31	32	21	9	16	24	31	38	46	53	61	68	75	82	89	96	103	110	117	124	131	138
41	32	37	38	29	41	42	31	19	26	34	41	49	57	64	72	79	86	93	100	107	114	121	128	135	142	149
51	42	47	48	39	51	52	41	29	36	44	51	59	67	74	82	89	96	103	110	117	124	131	138	145	152	159
61	52	57	58	49	61	62	51	39	46	54	61	69	77	84	92	99	106	113	120	127	134	141	148	155	162	169
71	62	67	68	59	71	72	61	49	56	64	71	79	87	94	102	109	116	123	130	137	144	151	158	165	172	179
81	72	77	78	69	81	82	71	59	66	74	81	89	97	104	112	119	126	133	140	147	154	161	168	175	182	189
91	82	87	88	79	91	92	81	69	76	84	91	99	107	114	122	129	136	143	150	157	164	171	178	185	192	199
101	92	97	98	89	101	102	91	79	86	94	101	109	117	124	132	139	146	153	160	167	174	181	188	195	202	209
111	102	107	108	100	112	113	101	89	96	104	111	119	127	134	142	149	156	163	170	177	184	191	198	205	212	219

Figure at Intersection of columns opposite ports in question is the nautical mileage between the two. Example: Freeport is 61 nautical miles from Shinnecock Canal North End.

* Outside distances westward of East Rockaway Inlet

DISTANCES ON HUDSON RIVER

NEW YORK, N.Y. TO TROY LOCK, N.Y.

(Nautical Miles)

Figure at intersection of columns opposite ports in question is the nautical mileage between the two. Example: Poughkeepsie, N.Y., is 60 nautical miles from Albany, N.Y.

NEW YORK (The Battery)	Yonkers	Tarrytown	Nyack	Osining	Haverstraw	Peekskill	West Point	Newburgh	Poughkeepsie	Hyde Park	Kingston	Saugerties	Catskill	Hudson	Albany	Rensselaer	Troy	Waterford	Troy Lock	
40°42.0'N., 74°01.0'W.	40°56.1'N., 73°54.3'W.	41°04.7'N., 73°52.2'W.	41°05.4'N., 73°54.9'W.	41°08.6'N., 73°52.3'W.	41°11.8'N., 73°57.5'W.	41°17.3'N., 73°56.0'W.	41°23.1'N., 73°57.3'W.	41°30.1'N., 74°00.3'W.	41°42.3'N., 73°56.5'W.	41°47.3'N., 73°56.9'W.	41°55.1'N., 73°59.0'W.	42°04.4'N., 73°56.7'W.	42°13.0'N., 73°52.1'W.	42°15.3'N., 73°48.1'W.	42°15.6'N., 73°48.5'W.	42°21.0'N., 73°47.6'W.	42°28.5'N., 73°47.4'W.	42°37.9'N., 73°45.1'W.	42°43.7'N., 73°41.8'W.	41°45.1'N., 73°41.1'W.
16	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	
17	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	
18	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	
19	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	
20	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	
21	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	
22	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	
23	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	
24	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	
25	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	
26	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	
27	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	
28	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	
29	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	
30	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	
31	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	
32	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	
33	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	
34	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	
35	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	
36	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	
37	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	
38	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	
39	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	
40	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	
41	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	
42	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	
43	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	
44	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	
45	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	
46	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	
47	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	
48	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	
49	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	
50	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	
51	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	
52	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	
53	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	
54	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	
55	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	
56	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	
57	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	
58	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	
59	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	
60	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	
61	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	
62	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	
63	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	
64	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	
65	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	
66	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	
67	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	
68	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	
69	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	
70	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	
71	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	
72	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	
73	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	
74	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	
75	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	
76	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	
77	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	
78	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	
79	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	
80	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	
81	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	
82	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	
83	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	
84	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	
85	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	
86	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	
87	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	
88	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	
89	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	
90	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	
91	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	
92	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	
93																				

INDEX

The numbers of the largest scale charts on which the names appear follow the indexed items. Some geographic names are indexed more than once when more than one place has the same geographic name. Charts published by the Defense Mapping Agency Hydrographic/Topographic Service are indicated by an asterisk.

	Page		Page
Abets Creek 12352	210	Baldwin Harbor 12352	215
Abiels Ledge 13236	116	Ballast Reef 12368	182
Acabonack Harbor 13209	142	Bannister Creek 12352	215
Acapesket 13229	102	Bar, The 12370	170
Acoaxet 13228	121	Barcelona Point 12358	144
Acushnet River 13229	118	Barker Point 12366	199
Adams Fall 12371	168	Barlows Landing 13236	114
Agriculture, Department of, Animal and Plant Health Inspection Service (APHIS) Offices	257	Barneys Joy Point 13228	121
Aids to navigation	15, 80	Barren Island 12350	223
Air Almanac	254	Barrington 13224	129
Aircraft procedures for directing surface craft to scene of distress incident	8	Barrington River 13224	129
Albany 12348	249	Barstow Rock 13229	118
Alder Island 12352	214	Bartlett 12372	155
Alleghany Rock 13238	106	Bartlett Reef 13211, 13212	156
Allen Harbor 13223	134	Bass Rip 13237	83
Allen Harbor 13229	98	Bass River 13229	98
Allyn Point 12372	155	Bassetts Island 13236	114
Almy Point 13221	124	Bassing Harbor 13248	94
Almy Rock 13221	124	Battery, The 12327	219
Alpine 12346	244	Baxter Neck 13229	101
Ambrose Channel 12327	221	Bay of Fundy 12352	215
Ambrose Light 12326	217	Bay Ridge Channel 12334	227
America Ledge 13223	133	Bay Ridge Flats 12334	227
Amityville 12352	213	Bay Shore 12352	212
Amityville Creek 12352	213	Bayonne 12333	238
Amityville Cut 12352	213	Bayonne Bridge 12333	238
AMVER	3	Bayview 13229	120
AMVER Reporting Required	4	Beach Channel 12350	226
Anchorage Channel 12327	221	Beacon 12343	247
Anchorage Channel 12334	227	Bear Mountain Bridge 12343	246
Anchorage Regulations	29	Bear Mountain State Route 6 12343	246
Anchorage	81	Bearings	1
Angelica Point 13229	117	Bearse Rock 13229	100
Animal and Plant Health Inspection Service	2	Bearse Shoal 13244	95
Animal and Plant Health Inspection Service (APHIS)	257	Beaufort Point 12367	193
Annsville Creek 12343	246	Beaverdam Creek 12352	210
Anthonys Nose 12343	246	Beaverhead 13223	133
Apponagansett Bay 13229	120	Beavertail Light 13223	125
Apponaug Cove 13224	134	Beavertail Point 13223	125
Area to be avoided 13200	82	Bedford Reef 13212	140
Areskonk Creek 12352	210	Belamose 12377	161
Areys Pond 13248	94	Belden Point 12366	194
Arlington 12337	240	Belford (Shoal) Harbor 12401, 12327	233
Arnold Point 13223	127	Bell Island 12368	182
Arthur Kill 12333, 12331	237	Belleville 12337	240
Articulated lights	16	Bellmore Creek 12352	214
Ash Creek 12369	180	Bellport 12352	210
Asia Rip 13204	82	Bellport Bay 12352	210
Astronomical Almanac	254	Bellport Beach 12352	210
Athens 12347	249	Belmont Island 12335	206
Atlantic Beach 12352	215	Bennets Neck 13236	114
Atlantic Highlands 12401, 12327	232	Bergen Basin 12350	227
Atlantis Canyon 12300	83	Bergen Beach 12350	226
Aucoot Cove 13236	117	Bergen Point 12333	238
Aunt Lydias Cove 13248	94	Bermuda Lagoon 12368	181
Aunt Phebe Rock 12366	193	Berrys Creek Canal 12337	241
auroral borealis	90	Big Fishkill Channel 12350	225
Automated Mutual-assistance Vessel Rescue System (AMVER)	3	Big Mermaid 12373	165
Avery Point 13213	150	Big Tom 12366	194
Babylon 12352	213	Bird Island 12365	196
Babylon Cove 12352	213	Bird Island 13236	117
Back River 13236	114	Bird Island Reef 13236	117
Bailey Rock 12367	193	Bird Rock 12373	165
Baldwin 12352	215	Bishop and Clerks 13229	99
Baldwin Bay 12352	215	Bishop Rock Shoal 13223	126
		Black Ledge 13213	154
		Black Point 13211	156
		Black Point 13218	135
		Black Point 13221	124
		Black Rock 12369	180
		Black Rock 12371	167
		Black Rock Harbor 12369	180
		Blackberry Creek 12324	232
		Blackboys 13211	158
		Blackstone Rocks 12373	164
		Blankinship Cove 13236	117

	Page		Page
Blauzes, The 12366	194	Byram Harbor 12367	187
Block Canyon 12300	83	Byram Point 12367	187
Block Island 13217	137	Byram River 12367	187
Block Island North Light 13217	137		
Block Island North Reef 13215	136	Cable and Anchor Reef 12368	181
Block Island Southeast Light 13217	137	Cable ferries	1
Bluefish Shoal 12367	187	Cables	1
Bluff Point 12365	196	Calf Islands 12367	187
Bluff Point 12368	180	Calf Pasture Island 12368	181
Bluff Point 13229	101	Calf Pasture Point 13223	134
Blyn Rock 12373	165	Calves Island 12375	159
Bodkin Rock 12377	161	Canadian Government Agencies	257
Bold Rock 12368	183	Canal Breakwater Light 6 13236	115
Bonnet Point 13223	132	Canal de Chambly	252
Bonnet Shores Beach 13223	132	Canapitsit Channel 13229, 13230	111
Bonnet, The 13223	132	Canarsie 12350	226
Borden Flats 13227	127	Canoe Place 12352	208
Bostwick Bay 13209	141	Cape Cod 13246	93
Bournes Pond 13229	101	Cape Cod Canal 13236	114
Bow Bells, The 13236	117	Cape Higgon 13233	108
Bowditch	254	Cape Poge 13238	104
Bowers Island 12367	187	Cape Poge Bay 13238	104
Bowery Bay 12339	205	Cape Poge Flats 13238	104
Branch 13235, 13229	109	Captain Harbor 12367	186
Branchport 12324	232	Captree Island 12352	212
Branford Harbor 12373	164	Cargo Care	90
Branford Point 12373	165	Carlls River 12352	213
Branford Reef 12373	164	Carlstadt 12337	241
Branford River 12373	165	Carman Creek 12352	213
Brant Point 12350	226	Carmans River 12352	210
Brant Point Light 13242	102	Cartwright Island 13209	141
Brayton Point 13227	127	Castle Hill 13223	125
Breachway, The 13219	138	Castle William 12334	229
Breakneck Point 12343	247	Castleton-on-Hudson 12348	249
Breakneck Ridge 12343	247	Castleton-on-Hudson Bridge (New York State Thruway, IS 90 E-W) 12348	249
Breakwater Point 13221	124	Cat Island 12373	164
Brenton Cove 13223	125	Cataumet 13236	113
Brenton Point 13223	125	Cataumet Rock 13236	113
Brenton Reef 13223	125	Catskill 12347	248
Brickyard Point 12365	198	Catskill Creek 12347	248
Bridge and cable clearances	14	Catumb Passage 13214	139
Bridge Creek 12352	215	Catumb Rocks 13214	139
Bridge lights and clearance gages	16	Caven Point 12334	229
Bridge-to-bridge Radiotelephone Communication	25	Cayuga and Seneca Canal	252
Bridgeport 12369	175	Cedar Creek 12369	180
Bridgeport Harbor 12369	175	Cedar Hill 12348	249
Bridges	1	Cedar Island 12374	162
Brig Ledge 13223	133	Cedar Island 13236	117
Briggs Point 13228	121	Cedar Island Beach 12352	213
Bristol 13224	129	Cedar Island Creek 13236	117
Bristol Harbor 13224	129	Cedar Island Point 13236	116
Bristol Neck 13224	129	Cedar Point 12358	144
Bristol Point 13221	127	Cedar Point 12368	180
Broad Channel 12352	215	Cementon 12347	248
Broad Creek Channel 12352	214	Centerboard Shoal 13236	117
Broadwater Cove 12358	145	Centerport Harbor 12365	197
Broadway 13235, 13229	109	Centerville 13229	100
Broken Ground 13229	99	Centerville Harbor 13229	100
Broken Part of Pollock Rip 13244	95	Centerville River 13229	100
Bronx Kill 12339	205	Centre Island 12365	197
Bronx River 12339	204	Cerberus Shoal 13209	140
Bronx-Whitestone Bridge 12366	200	Champlain Canal	252
Brooklyn Bridge 12335	207	Channel markers, caution	17
Brosewere Bay 12352	215	Channel Rock 12368	181
Browning Ledge 13228	121	Channel Rock 13229	100
Brown Creek 12352	211	Chapel Hill Channel 12401, 12327	221
Brown Point 12373	164	Chappaquiddick Island 13238	104
Browns Reef 12373	164	Chappaquoit Point 13229	113
Brush Neck Cove 13224	134	Charles Island 12370	170
Bull Point 13223	125	Charles Reef 12374	163
Bullhead Bay 12358	145	Charles Rock 13223	133
Bullock Cove 13224	130	Charlestown 13215	139
Bullock Point 13224	130	Charlestown Breachway 13215	139
Buoys	17	Charlestown Pond 13215	139
Burns Point 12370	169	Chart Datum	14
Burr Creek 12369	180	Chart Numbering System	14
Butler Cove 12336	116	Chart symbols and abbreviations	12
Butler Flats Light 13229	118	Charts and Publications-National Ocean Service	253
Butler Hole 13244	95	Charts and Publications-Other U.S. Government Agencies	253
Butler Point 12336	117	Chatham 13229, 13248	97
Butter Ball Rock 13223	125	Chatham 13248	94
Buttermilk Bay 13236	116	Chatham Bar 13248	94
Buttermilk Channel 12334	227	Chatham Harbor 13248	94
Buzzards Bay 13218	111		
Byram (East Port Chester) 12367	187		

	Page		Page
Chatham Light 13248	94	Conimicut Point 13224	129
Chatham Port 13246	94	Conklin Point 12352	212
Chatham Roads 13229	97	Conkling Point 12358	143
Cheesequake Creek 12331	234	Connecticut River 12375, 12377	158
Chelsea 12343	247	Connetquot River 12352	211
Chepiwanoxet Island 13224	134	Conscience Bay 12362	173
Cherry Grove 12352	211	Constable Hook 12333	238
Cherry Harbor 13209	141	Constellation Rock 13212	140
Cherry Hill Point 13209	141	Constitution Island 12343	247
Chester Creek 12377	160	Continental Shelf	83
Chester Creek Bar 12377	160	Control of shipping in time of emergency or war	24
Childs River 13229	101	Converse Point 13236	117
Chilmark 13233	104	Cooper Bluff 12365	197
Chimney Corner Reef 12373	163	Copicut Neck 13229, 13230	111
Chimney Sweeps 12366	194	Copps Island 12368	181
Chimon Island 12368	181	Corey Creek 12352	211
Chocomount 13214	139	Corey Creek 12358	144
Chocomount Cove 13214	146	Corlears Hook 12335	221
Cholera Bank 12326	219	Cormorant Reef 12367	187
Church Point 13221	124	Cormorant Reef 13214	148
Cinder Creek 12352	215	Cormorant Reef 13221	124
Citing Rock 13223	126	Cormorant Rock 13221	124
City Island 12366	194	Cormorant Rock 13229	118
City Island Harbor 12366	194	Cornfield Point 12375	161
City Point 12371	167	Cornfield Point Shoal 12375	161
Clam Island 12373	164	Cornwall-on-Hudson 12343	247
Clarks Cove 13229	120	Corps of Engineers	4
Clarks Point 13229	118	Corps of Engineers Offices	254
Clason Point 12339	204	Corsair Canyon 13200	83
Clay Head 13217	137	Cos Cob Harbor 12367	186
Cleaves Point 12358	143	COSPAS-SARSAT system	18
Cleveland East Ledge Light 13236	114	Cotuit 13229	101
Clinton 12374	162	Cotuit Anchorage 13229	100
Clinton Harbor 12374	162	Cotuit Bay 13229	101
Coast Guard	3	Cotuit Highlands 13229	101
Coast Guard District Offices	254	Courses	1
Coast Guard droppable, floatable pumps	10	Cove Harbor 12368	183
Coast Guard Marine Inspection Offices	255	Cove Neck 12365	197
Coast Guard Radio Broadcasts	255	Cove Point 12365	197
Coast Guard radio stations	11	Cove, The 13221	124
Coast Guard Stations	255	Cow and Calf 12373	165
Coast Guard vessels, warning signals	22	Cow Neck 12358	145
Coast Pilot	1	Cows, The 12368	183
Coast Pilots	253	Coxens Ledge 13228	112
Coasters Harbor Island 13223	126	Coxsackie 12348	249
Coatue Point 13242	102	Craigville Beach 13229	100
Cobalt 12377	160	Crane Neck Point 12363	195
Cockenoe Harbor 12368	181	Crane Reef 12375	161
Cockenoe Island 12368	181	Crescent Beach 13211	156
Cockenoe Reef 12368	181	Crimbo Point 12370	170
Cockenoe Shoal 12368	181	Cromeset Neck 13236	117
Cockle Cove 13229	98	Cromeset Point 13236	116
Coddington Cove 13223	126	Crookes Point 12331	233
Coddington Point 13223	126	Cross Rip Channel 13237	96
Coeles Harbor 12358	142	Cross Rip Shoal 13237	95
Coeymans 12348	249	Croton Point 12343	245
Coffin Rock 13235, 13229	109	Croton-on-Hudson 12343	246
Coggeshall Point 13223	127	Crow Head 13209	141
Cohasset Narrows 13236	116	Crow Island 13229	118
Cohoes 14786	251	Crow Point 12377	161
Cold Fronts	85	Crow Shoal 13209	141
Cold Spring 12343	247	Crows Nest 12343	247
Cold Spring Harbor 12365	197, 198	Crows Pond 13248	94
Cold Spring Point 13225, 13224	130	Cruising schedules	11
Cold Spring Pond 12358	145	Cuban Ledge 12366	194
Cole River 13221	127	Cultivator Shoal 13204	81
College Point 12339	204	Currents	1, 84
College Point Reef 12339	204	Customs Ports of Entry and Stations	256
Collier Ledge 13229	100	Customs Service	2
Colonel Willie Cove 13214	147	Cutchogue Harbor 12358	145
COLREGS Demarcation Lines	28, 80	Cutty Wow Rock 13228	121
Columbia Island 12366	193	Cuttyhunk 13229, 13230	111
Common Fence Point 13221	127	Cuttyhunk Harbor 13229, 13230	111
Common Flat 13229	97	Cuttyhunk Island 13229, 13230	111
Compass roses on charts	15	Cuttyhunk Light 13229, 13230	111
Compo Yacht Basin 12368	181	Cuttyhunk Pond 13229, 13230	111
Compton Creek 12401, 12327	233		
Con Hook 12343	246	Danger signal	24
Conanicut Island 13221	122, 127	Dangerous Rock 12358	144
Conaskonk Point 12331	234	Daniels Island 13229	101
Coney Island 12402	227	Danskammer Point 12343	247
Coney Island Channel 12402	227	Darrow Rocks 12373	165
Coney Island Creek 12402	227	Dartmouth Rock 13229	120
Congress Street Bridge (State Route 2) 12348	251	Dauntless Rock 12367	190
Conimicut Light 13224	130	Davenport Neck 12367	193

	Page		Page
Davids Island 12366	193	East Haddam 12377	160
Davis Bank 13204	82	East Hampton 13209	142
Davis Island 12373	164	East Harbor 13214	146
Davis Park 12352	211	East Indies Rocks 12373	165
Davis South Shoal 13200	82	East Ledge 12374	162
Davisville 13223	134	East Mill Basin 12350	226
Davisville 13229	102	East Moriches 12352	209
Day Line Park 12343	246	East Nonations 12366	193
Daylight saving time	91	East Norwalk 12368	182
Dead Horse Bay 12350	225	East Norwalk Harbor 12368	182
Deck officers	24	East Passage 13223	125
Deep Creek Meadow 12352	214	East Point 13214	139, 146
Deep Reef 12366	194	East Quogue 12352	209
Deep River 12377	160	East Reef 12373	164
Defense Mapping Agency	2	East River 12366, 12339, 12335	200
Defense Mapping Agency Hydrographic/Topographic Center (DMAHTC)	5	East River 12373	163
Defense Mapping Agency Procurement Information	253	East River 13236	116
Delancey Point 12367	190	East River 12366, 12339, 12335	229
Delaware and Hudson Canal 12347	248	East River Deepwater Lighted Range 12335	207
Delaware and Raritan Canal 12332	237	East Rockaway 12352	215
Democrat Point 12352	212	East Rockaway Channel 12352	215
Dennis Port 13229	98	East Rockaway Inlet 12352	216
Department of Agriculture, Animal and Plant Health Inspection Service (APHIS) Offices	257	East West Channel 12352	213
Depths	1	East White Rock 12368	181
Derby 12370	170	Eastchester 12366	195
Dering Harbor 12358	143	Eastchester Bay 12366	194
Despair Island 13223	134	Eastham 13246	94
Destructive waves	21	Easton Point 13223	125
Devils Bridge 13233	108	Eastport 12352	209
Devon 12370	170	Eatons Neck 12365	196
Dew Point	90	Eatons Neck Basin 12365	196
Dewitt Point 12347	248	Echo Bay 12367	193
Diamond Reef 12347	247	Echo Island 12367	193
Dickerson Channel 12352	212	Echo soundings	15
Dighton 13221	127	Eddie Woods Rock 13229	100
Disposal areas	15	Eddyville 12347	248
Disposal Sites	15, 80	Edgartown 13238	104
Distances	2	Edgartown Harbor 13238	104
Distress Assistance and Coordination Procedures	8	Edgartown Harbor Light 13238	104
Distress Signals and Communication Procedures	7	Edgewater 12341	244
Doanes Creek 13229	98	Edgewater Point 12367	190
Dobbs Ferry 12346	245	Edwards Rock 13229, 13230	111
Documentation	4	Edwards Shoal 13241	104
Dogfish Bar 13229	99	Eel Grass Ground 13214	148
Dogfish Island 12373	164	Eel Pond 13229	101
Drawbridge Operation Regulations	46	Eel Pond 13235, 13229	110
Drawbridges	83	EEZ	24
Dry Ledge 13236	116	Egg Island 12352	214
Duck Creek 12368	181	Eightmile River 12375	160
Duck Island 12374	162	Eldridge Shoal 13229	101
Duck Island Bluff 12365	196	Elihu Island 13214	147
Duck Island Harbor 12365	196	Elizabeth 12333	238
Duck Island Roads 12374	162	Elizabeth Islands 13230	108
Duck Pond Point 12354	171	Elizabeth River 12333	238
Dumping Grounds	15, 80	Elizabethport 12333	238
Dumping of dredged material	5	Ellis Reef 13214	148
Dumpling Rocks 13229	119	Emerald Rock 12367	193
Dumplings, The	125	Endeavor Shoals 13209	140
Dunbar Point 13243	100	Enders Island 13214	148
Dundee Dam 12337	240	Englewood Boat Basin 12345	244
Dunderberg Mountain 12343	246	English Kills 12338	206
Dutch Island 13223	133	Environmental Protection Agency (EPA)	5
Dutch Island Harbor 13223	132	Environmental Protection Agency (EPA) Offices	254
Dutch Kills 12338	206	EPIRBs	18
Dyer Island 13223	127	Erie Basin 12334	229
East Bank 12402, 12327	221	Erie Canal	252
East Bay 12352	214	Esopus 12347	247
East Bay 13229	100	Esopus Creek 12347	248
East Branch 12338	206	Esopus Island 12347	247
East Branch 12352	209	Essex 12375	160
East Branch 12368	183	Essex Cove 12375	160
East Branch 12369	180	Esther Island 13241	102
East Broad Channel 12350	226	Eustasia Island 12377	160
East Channel 12352	212	Eustis Rock 13236	114
East Chop 13238	106	Exclusive Economic Zone	24
East Chop Flats 13238	106	Execution Rocks 12366	193
East Clump 13214	146	Extratropical Cyclones	84
East Creek 12358	145	Fair Harbor 12352	211
East Crib 12373	164	Fair Haven 12324	232
East Crow Island 12352	214	Fair Haven 12371	167
East Fort Point 12365	197	Fairhaven 13229	118
East Greenwich 13224	134	Falkner Island 12373	163
		Fall River 13227	127
		Falmouth 13230, 13229	107

	Page		Page
Falmouth Harbor 13230.....	107	Fuller Rock 13225	130
Falmouth Heights 13230, 13229	107	Gales Ferry 12372	155
Falmouth Inner Harbor 13230, 13229	107	Galilee 13219	138
False Channel Meadow 12352	214	Gallatin Rock 13229	100, 118
False Hook 12401, 12327	221	Gangway Rock 12366	199
False Hook Channel 12401, 12327	221	Gangway Rock 13214	139
Fanning Point 12358	143	Gannet Ledge 13229	100
Far Rockaway 12350	226	Gannet Rocks 13229	100
Farm River 12373	165	Gardiners Bay 13209	141
Farm River Gut 12373	165	Gardiners Island 13209	141
Fayerweather Island 12369	180	Gardiners Point 13209	141
Federal Communications Commission	5	Gardners Neck 13221	127
Federal Communications Commission Offices	257	Garrett Lead 12352	215
Federal Requirements for Recreational Boats	254	Garrison 12343	246
Felix Ledge 13229, 13230	110	Gaspee Point 13224	129
Ferry Point 12375	159	Gay Head 13233	108
Fiddlers Cove 13236	113	Gazelle Rock 13229	99
Fields Point 13225	130	Gees Point 12343	246
Fighting Island 12352	214	General Grants Tomb 12341	244
Fire Island 12352	210	General Rock 13223	133
Fire Island Inlet 12352	212	Geographic range	16
Fire Island Light 12352	212	George Washington Bridge 12341	244
Fire Island National Seashore 12352	210	Georges Bank 13200, 13204	81
Fire Islands 12352	212	Georges Rock 12368	181
Fish havens	5, 15	Georges Shoal 13204	81
Fishers Island 13214	139	Gerritsen Creek 12350	225
Fishers Island Sound 13214	146	Gerritsen Inlet 12350	225
Fishery Conservation Zone	25	Giants Neck 13211	158
Fishing Cove 13223	133	Gibbs Rock 13236	117
Fishing Rip 13204	82	Gifford Ledge 13229	113
Fishtrap areas	15	Gil Hodges Memorial (Marine Parkway) Bridge 12350	225
Fishtraps	5	Gilbert Canyon 13200	83
Fishweirs	83	Gildersleeve 12377	161
Fiske Rock 13223	127	Gilgo Beach 12352	213
Fitch Point 12368	182	Gilgo Heading 12352	213
Five Foot Rock 12373	165	Glen Cove 12366	198
Fivemile River 12368	182	Glen Cove Creek 12367	198
Flanders 12358	146	Glen Cove Harbor 12366	198
Flanders Bay 12358	146	Glen Cove Landing 12366	198
Flat Neck Point 12367	186	Glen Island 12366	193
Flat Rock 13211, 13212	156	Glenwood Landing 12366	199
Flint Point 13221	124	Goat Island 13214	147
Flint Point Ledge 13221	124	Goat Island 13223	125
Floyd Bennett Field 12350	225	Goethals Bridge 12333	238
Flushing 12339	204	Golden Spur (East Lyme) 13211	156
Flushing Bay 12339	204	Goodwives (Darien) River 12368	183
Flushing Creek 12339	204	Goose Creek 12358	144
Flying Point 12373	164	Goose Island 12366	193
Flynns Knoll 12401, 12327	221	Goose Island 13214	146
Fog signals	17	Goose Islands 12373	163
Fogland Point 13221	124	Goose Rocks 12373	163
Food and Drug Administration (FDA)	6	Goose Rocks Shoals 12373	163
Food and Drug Administration (FDA) Regional Offices	256	Gooseberry Island 13223	125, 134
Foot Rocks 12373	164	Gooseberry Neck 13228	121
Forbes Rocks 12367	190	Goshen Point 13212	154
Forge River 12352	210	Goshen Point 13212, 13211	156
Forlies Rocks 12367	190	Gould Island 13221	124
Fort Adams 13223	125	Gould Island 13223	127
Fort Columbus 12334	229	Government Agencies	2
Fort Hill 12377	160	Government Printing Office	253
Fort Lee 12341	244	Governors Island 12334	229
Fort Phoenix 13229	118	Gowanus Bay 12334	227
Fort Point 12372	155	Gowanus Canal 12334	227
Fort Pond Bay 13209	141	Gowanus Flats 12334	227
Fort Schuyler 12366	200	Grass Haddock Channel 12350	226
Fort Slocum 12366	193	Grass Island 12352	213
Fort Totten 12366	200	Grassy Bay 12350	227
Fort Trumbull 13213	152	Grassy Hammock Rocks 12368	181
Fort Washington Point 12341	244	Grassy Island 13235, 13229	109
Fort Wetherill 13223	125	Grassy Point 12343	246
Fourfoot Rocks 12367	187	Grassy Rocks 12367	187
Fourteen Foot Channel 12402, 12327	221	Gravesend Bay 12402	227
Fox Creek Channel 12352	213	Gray Gables 12336	114
Fox Hill 13223	132	Great Captain Island 12367	187
Fox Island 13223	133	Great Captain Rocks 12367	190
Fox Point 13225	130	Great Cove 12352	211
Freeport 12352	215	Great Eastern Rock 13209	140
Freeport Creek 12352	215	Great Gull Island 13212	140
Frequency units	11	Great Harbor 13235, 13229	109
Fresh Creek 12350	226	Great Hill 13236	116
Fresh Kills 12331	238	Great Hill Point 13236	117
Friars Head 12354	172	Great Hog Neck 12358	144
Frost Creek 12367	198	Great Island 12368	183
Frost Point 12369	180		

	Page		Page
Great Island Channel 12352	214	Hampton Bays 12352	208
Great Kills 12331	233	Handkerchief Shoal 13244	95
Great Kills Harbor 12331	233	Handy Point 13236	114
Great Knob 12367	190	Harbor Bluff 13229	100
Great Lakes-Hudson River Waterway Improvement ..	251	Harbor entrances	80
Great Ledge 13223	133	Harbor Ledge 12368	186
Great Ledge 13235, 13229	109	Harbormasters	91
Great Neck Creek 12352	213	Harlem River 12339, 12342	206
Great Peconic Bay 12358	145	Harmon 12343	245
Great Point 13241	102	Harrison Island 12367	193
Great Rip 13237	82	Hart Cove 12352	209
Great River 12352	211	Hart Island 12366	194
Great River 13229	101	Hart Island Roads 12366	194
Great Rock 13229	99	Hartford 12377	161
Great Round Shoal 13244	95	Harthaven 13238	105
Great Round Shoal Channel 13244	96	Harwich Port 13229	98
Great Salt Pond (New Harbor) 13217	137	Hashamomuck Pond 12358	143
Great Sand Creek 12352	215	Haskell Island 13236	117
Great Sippewisset Neck 13229	113	Hastings-on-Hudson 12346	245
Great South Bay 12352	210	Hatchett Point 13211	158
Great South Beach 12352	212	Hatchett Reef 13211	158
Great South Channel 13200, 13204	83	Haunts Creek 12352	214
Green Creek 12352	211	Haverstraw 12343	246
Green Harbor 12352	211	Haverstraw Bay 12343	245
Green Island 12352	214	Hawes Shoal 13241	104
Green Island 12373	164	Hawtree Basin 12350	226
Green Island Bridge (State Route 7) 12348	251	Hay Beach Point 12358	143
Green Jacket Shoal 13225	130	Hay Harbor 13214	146
Green Jacket Shoal 13225	130	Haycock Ledge 13223	125
Green Pond 13229	102	Haycock Point 12373	164
Greenport 12358	143	Haydens Point 12375	160
Greenport Harbor 12358	143	Haywater Cove 12358	145
Greens Harbor 13213	152	Head of Bay 12350	227
Greens Ledge 12368	181	Head of the Harbor 13241	103
Greenwich 12367	187	Heckscher State Park 12352	211
Greenwich Bay 13224	134	Hedge Fence 12327	95
Greenwich Cove 12367	186	Heights	2
Greenwich Cove 13224	134	Helicopter evacuation	10
Greenwich Harbor 12367	186	Hell Gate 12339	205
Greenwich Point 12367	186	Hell Gate Bridge 12339	205
Gregory Point 12368	182	Hempstead Bay 12352	213
Greystone Station 12346	244	Hempstead Harbor 12366	198
Griswold Island 13211	156	Hen and Chickens 12367	187, 190
Groton 13213	152	Hen and Chickens 12375	161
Groton Long Point 13214	148	Hen and Chickens 13218	112
Guilford 12373	163	Hen Cove 13236	114
Guilford Harbor 12373, 12372	163	Hen Island 12367	190
Guilford Point 12373	163	Hendrix Creek 12350	226
Gulf, The 12370	169	Herring River 13229	98
Gull Island 12358	144	Hewlett Bay 12352	215
Gull Island 13229, 13230	111	Hewlett Point 12366	199
Gull Point 13224	129	Hicks Beach 12352	215
Gull Pond 12358	143	Hicks Island 13209	141
Gull Rock 12374	163	Hicks Ledge 12367	193
Gull Rocks 12373	165	Higganum Creek 12377	160
Gull Rocks 12323	126	High Hill Point 13221	124
Gut, The 12368	183	High Island 12366	194
Guttenberg 12341	244	High Island 12373	164
		High Rock 13211, 13212	156
Hackensack River 12337	240	High Tor 12343	246
Haddam Island 12377	160	Highland Falls 12343	246
Hadley Harbor 13235, 13229	110	Highland Light 13246	93
Hadley Rock 13235, 13229	109	Highland Park 12332	237
Halesite 12365	197	Highlands 12324	232
Half Acre Rock 12373	163	Highlands 13246	93
Halfmile Rock 13228	121	Highlands of Navesink 12326	217
Halfmoon Shoal 13237	95	Highwater Rock 12368	183
Halftide Rock 12375	161	Hitchcock Rock 12367	186
Halftide Rock 13236	113	Hitler Creek 13241	102
Halfway Ledge 13223	133	Hoadley Point 12373	164
Halfway Rock 13223	127	Hoboken 12335	244
Halfway Rock 13228	121	Hodges Rock 13229	100
Hallets Point 12339	205	Hoffman Island 12402, 12327	233
Hallets Rock 13229	99	Hog Back 12339	205
Hallock Bay 12358	143	Hog Back 13213	154
Hamburg 12375	160	Hog Creek Point 13209	142
Hamburg Cove 12375	160	Hog Island 13224	127, 129
Hamilton Beach 12350	226	Hog Island Channel 12352	215
Hamlin Point 13229	113	Hog Neck 13236	116
Hammett Cove 13236	117	Hog Neck Bay 12358	144
Hammock Point 12374	162	Holidays	92
Hammock River 12374	162	Holmes Hill 12358	145
Hammonasset Point 12374	163	Holmes Rock 12339	205
Hammonasset River 12374	162	Holyoke	161
Hammonasset State Park 12374	163	Hook Mountain 12343	245

	Page		Page
Hook of the Cape 13246	93	Jones Inlet 12352	214
Hope Island 13223	134	Jones Island 12352	214
Horse in Bank 12354	172	Jones Point 12343	246
Horse Neck 13224	134	Jones Rocks 12367	187
Horseneck Beach 13228	121	Jordan Cove 13211, 13212	156
Horseneck Point 13228	121	Joshua Cove 12373	164
Horseshoe Cove 12327, 12401	229	Joshua Point 12373	164
Horseshoe Cove 12358	145	Juniper Point 12325, 13229	109
Horseshoe Harbor 12367	193		
Horseshoe Reef 13213	150	Katama Bay 13238	104
Horseshoe Shoal 13237	95	Keansburg 12331	234
Horton Point Light 12354	171	Kellys Bay	99
Hospital Cove 13236	114	Kelsey Point 12374	162
Housatonic River 12370	170	Kelsey Point Breakwater 12374	162
Howard Beach 12350	226	Kettle Bottom Rock 13223	125
Huckleberry Island 12366	193	Keyport 12331	234
Hudson 12347	248	Keyport Harbor 12331	234
Hudson River 12335, 12341, 12345-12346, 12343, 12347-12348	242	Kickamuit River 13221	127
Hudson Canyon 12300, 12326	83	Kill Pond Bar 13229	97
Hudson Canyon 12326	219	Kill Van Kull 12333	238
Hudson Channel 12352	215	Kimberly Reef 12374	163
Hudson Heights 12341	244	Kings Park 12363	195
Hudson River Channel 12327	221	Kings Point 12366	199
Hull Cove 13223	125	Kingston 12347	248
Huntington 12365	197	Kingston Point 12347	248
Huntington Bay 12365	196	Kingston-Rhinecliff Bridge State Route 199 12347	248
Huntington Harbor 12365	197	Kitemaug 12372	155
Hunts Point 12339	205	Knob, The 13229	113
Hunts Rock Breakwater 13229	120	Knox Point 13229, 13230	111
Hurricane	85	Knubble, The 13228	121
Hurricane Havens	86		
Hurricane Warnings and Forecasts	86	L'Hommedieu Shoal 13237	95
Hutchinson River 12366	194	La Guardia Airport 12339	204
Hyannis 13229	100	Lackeys Bay 13233	110
Hyannis Harbor 13229	99	Lagoon Pond 13238	107
Hyannis Point 13229	100	Lake Champlain	252
Hyannis Port 13229	99	Lake Montauk 13209	140
Hyde Park 12347	247	Lake Tashmoo 13233	108
Hydrographer Canyon 13200	83	Larchmont Harbor 12367	190
		Latimer Reef 13214	148
Ice	90	Laurel 12377	158
Ida Lewis Rock 13223	126	Laurence Harbor 12331	234
Immersion Hypothermia	88	Lawrence Point 12339	205
Immigration and Naturalization Service	5	Lawtons 13223	127
Immigration and Naturalization Service Offices	257	Lee River 13221	127
India Point 13225	130	Leetes Island Quarry 12373	164
Indian Harbor 12367	186	Leetes Rocks 12373	164
Indian Kill 12347	247	Legal public holidays	92
Indian Point 12343	246	Lemon Creek 12331	233
Indian Reef 12373	163	Leonardo 12327	232
Indian River 12374	162	Lewis Bay 13229	100
Inland Waterways Navigation Regulations	62	Lewis Pond 13229	99
International Code of Signals	254	Liberty Island 12334	229
International distress signals	7	Lieutenant River 12375	159
International Ice Patrol (IIP)	90	Light and fog signal characteristics	2
Intrepid Rock 13214	148	Light Lists	4, 254
Inwood 12350	226	Lighthouse Point 12371	168
Iona Island 12343	246	Lights	16
Irvington 12346	245	Lindenhurst 12352	213
Island Creek 12352	214	Lionhead Rock 13209	142
Island Park 12352	215	List of Lights	254
Islip 12352	212	Little Bay 12366	200
		Little Bay 13229	118
Jacobs Point 12358	171	Little Bird Island 13236	116
Jamaica Bay 12350	225	Little Captain Island 12367	187
James Creek 12358	145	Little Compton 13221	124
Jamestown 13223	126	Little Cows, The 12369	180
Jamestown-North Kingstown Bridge 13223	133	Little Egg Marsh 12350	226
Jeffrey Point 12373	164	Little Ferry 12337	241
Jeffrey Rock 12373	164	Little Gull Island 13212	140
Jennings Point 12358	143	Little Gull Reef 13212	140
Jersey City 12335	244	Little Harbor 13235, 13229	110
Jersey Flats 12334	227	Little Hell Gate 12339	205
Jerusalem 13219	138	Little Ida Lewis Rock 13223	126
Jessup Neck 12358	144	Little Island 13229	101, 113
Jobs Neck 13233	110	Little Island 13236	117
Jockey Creek 12358	144	Little Mermaid 12373	165
Joe Burris Ledge 13228	121	Little Narragansett Bay 13214	147
John F. Kennedy (New York) International Airport 12350	227	Little Neck Bay 12366	199
Johns Rock 13211	158	Little Peconic Bay 12358	145
Johnson Point 12373	165	Little Pleasant Bay 13248	94
Johnsons Creek 12369	175	Little River 13229	101
Jones Beach State Park 12352	214	Little Rock 13211	156
		Little Round Shoal 13244	95
		Little Seatuck Creek 12352	209

	Page		Page
Little Silver Creek 12324	232	Mattituck Inlet 12358	171
Little Southwest Rock 13228	121	Matunuck 13215	139
Little Stony Point 12343	247	Matunuck Point 13215	139
Little Whale 13223	132	McBlair Shoal 13237	83
Lloyd Harbor 12365	197	McCorrie Point 13221	124
Lloyd Neck 12365	197	Meadow Island 12352	214
Lloyd Point 12365	197	Meadow Island 13236	117
Lobster pots	83	Mean Low Water	14
Local magnetic disturbances	15	Mean Lower Low Water	14
Local Notice to Mariners	2	Measured Courses	257
Locust Point 12324	232	Medical advice and/or evacuation	10
Locust Point 12366	195	MEDICO	11
Lone Rock 13229	100	Meeting House Pond 13248	95
Lone Rock 13233	108, 110	Meetinghouse Creek 12358	146
Lone Rock 13238	105	Megansett 13236	113
Long Beach 12352	215	Megansett Harbor 13236	113
Long Beach Point 12358	143	Melton Ledge 13213	154
Long Beach Point 13236	116	Melville 13223	127
Long Creek 12352	214	Menauhant 13229	101
Long Island 13229	118	Mendells Rock 13236	117
Long Island Intracoastal Waterway 12352	208	Menemsha 13233	108
Long Island Sound 12354	151	Menemsha Basin 13233	108
Long Island State Park and Recreation Commission	212	Menemsha Bight 13233	108
Long Neck Point 12368	183	Menemsha Creek 13233	108
Long Point 12352	210	Menemsha Pond 13233	108
Long Point 13224	134	Menunketesuck Island 12374	161
Long Sand Shoal 12354	161	Menunketesuck River 12374	162
Long Shoal 13241	104	Mercator projection	15
Loran	80	Merrick Creek 12352	214
LORAN-C	20	Miamogue Point 12358	145
Lord Cove 12375	160	Mianus 12367	186
Lords Passage 13214	139	Mianus River 12367	186
Lovers Island 12373	165	Mid Hudson Bridge (U.S. 44) 12347	247
Lower Bay 12327	221	Middle Bay 12352	215
Lower Nyack Landing 12343	245	Middle Beach 12374	163
Lucas Shoal 13233	108	Middle Cove 12375	160
Lumber Rock 13228	121	Middle Ground 12367	193
Luminous range	16	Middle Ground 13214	147
Luppatatong Creek 12331	234	Middle Ground 13229, 13230	111
Lydonia Canyon 13200	83	Middle Ground 13233	108
		Middle Ground 13238	104
Mackerel Cove 13223	125	Middle Ground Flats 12347	249
Madaket Harbor 13241	102	Middle Hudson River Light 11 12347	248
Madison 12374	163	Middle Ledge 13229, 13230	111
Madison Reef 12374	163	Middle Ledge 13235, 13229	109
Maelstrom, The 12347	248	Middle Reef 12366	193
Magazine Point 12343	247	Middle Rip 13204	82
Maidstone Park 13209	142	Middle Shoal Rock 13212	140
Main Channel 13237	96	Middletown 12377	161
Maltby Cove 12373	164	Midland Beach 12402, 12327	233
Mamaroneck 12367	190	Midway Shoal 13209	142
Mamaroneck Harbor 12367	190	Milburn Creek 12352	215
Manhasset Bay 12366	199	Milford Harbor 12370	169
Manhasset Creek 12324	232	Milford Point 12370	170
Manhattan Beach 12350	225	Mill Basin 12350	225
Manhattan Bridge 12335	207	Mill Cove 13223	133
Manorhaven 12366	199	Mill Creek 12350	225
Manresa Island 12368	182	Mill Creek 12358	143, 144
Mansfield Point 12373	165	Mill Creek 13229	98
Manursing Island Reef 12367	187	Mill Neck Creek 12365	198
Marine Broadcast Notices to Mariners	2	Mill Pond 12367	190
Marine Weather Service Charts	254	Mill River 12371	167
Mariners Harbor 12333	238	Mill Rock 12339	206
Marion 13236	117	Millstone Point 13211, 13212	156
Maritime Radio User Handbook	254	Milton Harbor 12367	190
Marks Cove 12336	117	Milton Point 12367	190
Marlboro 12347	247	Minesweeper signals	22
Marsh Island 13224	130	Mishaum Ledge 13228	112
Martha's Vineyard 13233	104	Mishaum Point 13229	120
Mashnee Island 13236	114	Mitchell River 13229	97
Mashomack Point 12358	144	Mitchell Rock 13223	126
Mashpee Neck 13229	101	Mohegan Bluffs 13217	137
Mason Island 13214	148	Money Island 12373	164
Mason Point 13214	148	Monomoy Island 13237	97
Maspeth Creek 12338	206	Monomoy Point 13244	95
Massachusetts Maritime Academy 13236	116	Monomoy Shoals 13244	95
Mastic 12352	210	Montauk 13209	141
Matawan Creek 12331	234	Montauk Harbor 13209	140
Matawan Point 12331	234	Montauk Point 13209	140
Matinecock Point 12367	198	Montauk Shoal 13209	140
Mattapoissett 13229	117	Montville Station 12372	155
Mattapoissett Harbor 13229	117	Monument Beach 13236	114
Mattapoissett Ledge 13229	118	Morgan 12331	234
Mattapoissett Neck 13229	117	Morgan Point 13214	148
Mattituck 12358	171	Moriches Bay 12352	209

	Page		Page
Moriches Inlet 12352	209	Navigation Rules	254
Morris Cove 12371	167	Navigation Safety Regulations	63
Morris Rock 12365	197	NAVTEX	11
Morses Creek 12333	237	NAVTEX Marine Information Broadcasts	11
Moses Point 12365	198	Nayatt Point 13224	129
Mosher Ledge 13229	118	Nebraska Shoal 13215	139
Moshers Point 13229	120	Neck, The 13229	97
Mosquito Cove 12366	198	Ned Point 13229	117
Mott Point 12366	199	Neds Creek 12352	214
Motts Basin 12350	226	Negro Bar Channel 12350	226
Mount Hope 13221	127	Negro Heads 12373	164
Mount Hope Bay 13221	127	Negro Ledge 13229	119
Mount Hope Bridge 13221	127	Negro Point 12339	205
Mount Misery 12362	172	Neguntatogue Creek 12352	213
Mount Misery Shoal 12362	173	Neptune Island 12366	194
Mount Prospect 13214	139	New Baltimore 12348	249
Mount Sinai Harbor 12362	172	New Bedford 13229	118
Mouse Island 13214	148	New Bedford Harbor 13229	118
Mud (West Senix) Creek 12352	210	New Brighton 12333	238
Mud Creek 12352	210, 213	New Brunswick 12332	234
Mud Creek 12358	145	New Hamburg 12347	247
Mud Gorge 12300, 12326	83	New Haven 12371	165
Mud Gorge 12326	219	New Haven Harbor 12371	165
Mumford Cove 13213, 13212, 13214	150	New London 13213	152
Muskeget Channel 13233	103	New London Harbor 13213	152
Muskeget Island 13241	102	New London Ledge 13213	154
Musselbed Shoals 13224	127	New London Ledge Light 13213	152
Mutton Shoal 13233	103	New Milford 12337	240
Mystic 13214	150	New Rochelle 12367	193
Mystic Harbor 13214	148	New Rochelle Harbor 12366	193
Mystic River 13214	148	New Suffolk 12358	145
Mystic Seaport Museum 13214	150	New Windsor 12343	247
		New York City Department of Ports and Terminals	223
Namequoit Point 13248	94	New York Harbor 12327	217, 219
Namequoit River 13248	94	New York Maritime College 12366	200
Nannaquaket Pond 13221	124	New York Naval Shipyard 12335	207
Nantucket 13242	102	New York State Barge Canal System	251
Nantucket (Great Point) Light 13241	102	Newark 12337	240
Nantucket Harbor 13242	102	Newark Bay 12333, 12337	238
Nantucket Island 13241	102	Newburg-Beacon Bridge (IS 84) 12343	247
Nantucket Shoals 13204, 13200, 13237	81	Newburgh 12343	247
Nantucket Shoals 13237	95	Newfoundland Reef 12367	186
Nantucket Shoals Lighted Horn Buoy N 13204, 13200	82	Newport 13223	125
Nantucket Sound 13237	95	Newport Harbor 13223	125
Napatree Beach 13214	147	Newport Neck 13223	125
Napatree Point 13214	147	Newton Rock 13223	125
Napatree Point Ledge 13214	147	Newtown Creek 12338	206
Napeague Bay 13209	141	Niantic 13211	156
Napeague Harbor 13209	141	Niantic Bay 13211	156
Narragansett Bay 13221	122	Niantic River 13211	156
Narragansett Pier 13223	132	Nickersons Neck 13248	94
Narraskatuck Creek 12352	213	Nicks Point 12352	214
Narrow Bay 12352	210	Nicoll Bay 12352	211, 212
Narrow channels	24	Nicoll Island 12352	211
Narrows 13214	150	Nicoll Point 12352	211
Narrows, The 12352	215	Nicoll Point 12358	144
Narrows, The 13248	94	Ninigret Pond 13215	139
Narrows, The 12334, 12402	227	Nissequogue River 12363	195
Nash Island 12368	183	NIST Time and Frequency Dissemination Services, Special Publication 432	12
Nashawena Island 13229, 13230, 13233	110	NOAA Weather Radio	6, 12, 256
Nasketucket Bay 13229	118	Noank 13214	148
Nasketucket River 13229	118	Nobska Point 13230, 13229	108
Nassau Point 12358	145	Nobska Point Ledges 13230, 13229	108
National Environmental Satellite, Data, and Information Service	6	Nomans Land 13233	108
National Institute of Standards and Technology	12	Nominal range	16
National Ocean Service	3	Nonamesset Island 13235, 13229	108
National Ocean Service Offices	253	Nonamesset Shoal 13235, 13229	109
National Weather Service	6	Nonquitt 13229	120
National Weather Service Forecast Offices (WSFOs)	6, 256	Noroton Point 12368	182
National Weather Service Offices	6, 256	North (Island) Channel 12350	225
National Weather Service Port Meteorological Officers (PMOs)	6, 256	North Bay 13229	101
Naugatuck River 12370	170	North Brother 13211	158
Nauset Bay 13246	94	North Brother Island 12339	205
Nauset Beach 13248	94	North Channel 13237	96
Nauset Beach Light 13246	94	North Chatham 13246	94
Nauset Harbor 13246	94	North Cove 12375	159
Naushon Island 13233	110	North Dumpling 13214	146
Nautical Almanac	254	North Falmouth 13236	113
Nautical charts	3	North Germantown 12347	248
Nautical Charts	12	North Haven Peninsula 12358	144
Navesink River 12324	229	North Ledge 12367	193
Navigation Guidelines, Narragansett Bay	122	North Manursing Island 12367	187
Navigation Regulations	71	North Point 13233	110
		North Race 12358	145

	Page		Page
North River 12335, 12341, 12345-12346, 12343, 12347-12348	242	Outer Island 12373	164
North Sea Harbor 12358	145	Outer Steamboat Rock 12367	190
Northport 12365	196	Outer White Top 12373	163
Northport Basin 12365	195	Overpeck Creek 12337	241
Northport Bay 12365	196	Oyster Bay 12365	197, 198
Northport Harbor 12365	196	Oyster Bay Harbor 12365	198
Northwest Harbor 12358	144	Oyster Pond 13229	98
Northwest Point 12350	227	Oyster Pond Reef 13209	142
Norton Point 12402	227	Oyster Pond River 13229	98
Norton Point 13233	108		
Norton Shoal 13241	104	Padanaram Breakwater 13229	120
Norwalk 12368	182	Paerdegat Basin 12350	226
Norwalk Cove 12368	182	Palisades State Park 12345	244
Norwalk Harbor 12368	181	Palmer Island 13229	118
Norwalk Islands 12368	181	Paper Rock Shoal 12377	160
Norwalk River 12368	181	Paradise Point 12358	144
Norwich 12372	155	Parker Creek 12324	232
Notices to Mariners	2, 254	Parker Flats 12335, 13229	109
Nova Scotia Bar 12350	226	Parkers River 13229	99
Noyack (Noyac) Bay 12358	144	Parsonage Cove 12352	215
Noyes Rock 13214	148	Parsonage Island 12352	215
Noyes Shoal 13214	148	Passaic 12337	240
Nutley 12337	240	Passaic River 12337	240
Nyack 12343	245	Patchogue 12352	211
Nye Ledge 13229	118	Patchogue Bay 12352	211
Nyes Neck 13236	113	Patchogue River 12352	211
		Patchogue River 12374	162
Oak Beach 12352	213	Patience Island 13224	134
Oak Bluffs 13238	105	Patroon Island Bridge (IS 90) 12348	251
Oak Bluffs Harbor 13238	105	Paw Wah Pond 13248	94
Oak Island 12352	213	Pawcatuck Point 13214	147
Oak Island Channel 12352	213	Pawcatuck River 13214	147
Oak Neck Creek 12365	198	Pawn Rock 13228	121
Oak Neck Point 12367	198	Pawtucket 13224	130
Oakland Beach 12367	190	Pawtuxet 13224	130
Oakland Beach 13224	134	Pawtuxet Cove 13224	129
Obstructions	2	Pea Island 12366	193
Occupessatuxet Cove 13224	129	Peacock Point 12367	198
Ocean Beach 12352	211	Peaked Hill Bar 13246	93
Oceanographer Canyon 13200	83	Peartree Point 12368	183
Oceanport Creek 12324	232	Pease Ledge 13229, 13230	111
Oceanside 12352	215	Peck Ledge 12368	181
Offshore Terminal, Northport 12365	195	Pecks Mill 12370	170
Offshore Terminal, Northville-Riverhead 12358	171	Pecks Rock 12367	186
Ohio Ledge 13224	129	Peconic River 12358	145
Oil Pollution	23	Peekskill 12343	246
Old Bridge 12332	234	Pelham 12366	195
Old Bull 13221	124	Penataquit Creek 12352	212
Old Clump 12373	165	Penfield Reef 12369	180
Old Cock 13228	112	Penfield Reef Light 12369	180
Old Ferry Point 12366	200	Penikese Island 13229, 13230	111
Old Field Point 12363	195	Peningo Neck 12367	190
Old Greenwich 12367	186	Penzance 13235, 13229	109
Old Harbor 13217	137	Penzance Point 13235, 13229	109
Old Lyme 12375	159	Pequonnock River 12369	175
Old Man 13233	108	Pequotsepos Brook 13214	150
Old Man Shoal 13237	83	Perth Amboy 12331	237
Old Mill Creek 12350	226	Peters Point 13221	127
Old Mystic 13214	150	Pettit Marsh 12352	214
Old Neck Creek 12352	210	Pews Creek 12401, 12327	233
Old Orchard Shoal 12402, 12327	233	Phelps Bank 13204	82
Old Reef 13215	139	Phelps Ledge 13209	140
Old Saybrook 12375	159	Phillipsdale 13224	130
Old Sergeant 13223	133	Phinneys Harbor 13236	114
Old Silas Rock 13212	140	Picket Rock 12366	199
Old South Shoal 13200	82	Pierhead Channel 12334	229
Omega	21	Piermont 12346	245
Onset 13236	116	Piermont Pier 12346	245
Onset Bay 13236	116	Pilot Boat Cruising Area, New York Harbor 12326	219
Optical Phenomena	89	Pilotage	91
Orchard Beach 12366	194	Pilotage Pickup Locations Off Montauk Point	140
Orchard Neck Creek 12352	210	Pilotage, Block Island Sound and Long Island Sound	137
Orient 12358	143	Pilotage, Cape Cod Canal	115
Orient Harbor 12358	143	Pilotage, City Island	194
Orient Point 13209	142	Pilotage, Connecticut River	159
Orient Shoal 12354	171	Pilotage, East River	200
Orion Shoal 13244	95	Pilotage, Fall River	128
Orleans 13248	94	Pilotage, Hudson River	223, 244
Orowoc Creek 12352	212	Pilotage, Long Island Sound	152
Ossining 12343	245	Pilotage, Narragansett Bay and Other Rhode Island Waters	123
Osterville 13229	100	Pilotage, New Bedford	119
Osterville Grand Island 13229	101	Pilotage, New Haven	168
Oswego Canal	252	Pilotage, New London-Groton	154
Otter Rocks 12367	187	Pilotage, New York Harbor and Approaches	222

	Page		Page
Pilotage, New York Harbor from Long Island Sound	222	Powder Island 13213	154
Pilotage, Newport	126	Powell Cove 12366	200
Pilotage, Norwalk	182	Pratt Creek 12377	160
Pilotage, Offshore Terminal, Northport	196	Pratt Island Two 12368	183
Pilotage, Offshore Terminal, Northville-Riverhead	172	Premium Point 12367	193
Pilotage, Port Jefferson	173	Preparations for being towed by Coast Guard	11
Pilotage, Providence	131	Prince Cove 13229	101
Pilotage, Raritan River and Arthur Kill	233	Promised Land 13209	141
Pine Creek Point 12369	180	Promised Land Channel 13209	141
Pine Grove 13211	156	Prospect Hill 13209	140
Pine Island 12367	193	Prospect Point 12366	199
Pine Island 13213	150	Providence 13224, 13225	129
Pine Island Channel 13213	152	Providence Point 13224	135
Pine Marsh 12352	214	Providence River 13224, 13225	129
Pine Neck 12352	209	Provincetown 13249	93
Pine Neck Point 12352	209	Provincetown Harbor 13249	93
Pine Orchard 12373	164	Prudence Island 13221	122
Pine Point 12368	182	Prudence Island 13224	129
Pine Point 13209	142	Public Health Service	5
Pinetree Ground 13228	121	Public Health Service Quarantine Stations	256
Piney Point 13236	117	Pugsley Creek 12339	204
Pipelaying barges	81	Pumpkin Patch Channel 12350	225
Planting Island 13236	117		
Planting Island Cove 13236	117	Quahaug Bar 13236	116
Playland 12367	190	Quantuck Bay 12352	209
Pleasure Bay 12324	232	Quantuck Canal 12352	209
Plum Gut 13209	142	Quantuck Creek 12352	209
Plum Gut Harbor 13209	141	Quarantine Stations, Public Health Service	256
Plum Island 13209	141	Quarantine, Animal and Plant	257
Plum Island Rock 13209	141	Quarantine, People	256
Plum Point 12365	197	Queensboro Bridge 12339	206
Plum Point 12366	199	Quicks Hole 13229, 13230	110
Plumb Beach Channel 12350	225	Quicksand Point 13228	121
Pocasset Harbor 13236	114	Quinnipiac River 12371	167
Pocasset River 13236	114	Quissett 13229	113
Point Comfort 12331	234	Quissett Harbor 13229	113
Point Gammon 13229	99	Quixes Ledge 12371	168
Point Judith Harbor of Refuge 13219	138	Quogue Canal 12352	209
Point Judith Light 13219	138	Quonochontaug 13215	139
Point Judith Neck 13218	135	Quonochontaug Breachway 13215	139
Point Judith Pond 13219	138	Quonochontaug Pond 13215	139
Point Lookout 12352	214	Quonset Point 13223	134
Point o' Woods 12352	211		
Point Rip 13241	102	Race Point 13214, 13212	139
Pollepel Island 12343	247	Race Point 13249	93
Pollock Rip 13244	95	Race Point Ledge 13214, 13212	139
Pollock Rip Channel 13244	95	Race Rock 13214, 13212	139
Polpis Harbor 13241	103	Race, The 13209, 13212	140
Pomham Rocks 12325	130	Racehorse Channel 12352	214
Pond Point 12370	169	Racons	20
Ponquogue Point 12352	209	Radar	24, 80
Poorhouse Flats Lighted Range 12335	207	Radar beacons (Racons)	20
Popasquash Neck 13224	129	Radar reflectors on small craft	11
Popes Island 13229	118	Radio aids to navigation	2
Poplar Point 13223	133	Radio bearings	17
Popponesset Bay 13229	101	Radio distress procedures	7
Popponesset Island 13229	101	Radio navigation warnings and weather	11
Porgy Shoal 12367	190	Radio Navigational Aids	254
Porpoise Channel 12363	195	Radio shore stations providing medical advice	257
Port Authority of New York and New Jersey	223	Radio Weather Broadcasts	256
Port Chester 12367	187	Radiobeacons	17
Port Chester Harbor 12367	187	Radiotelephone channels	25
Port Elizabeth Marine Terminal 12333	240	Rahway 12333	238
Port Jefferson 12362	173	Rahway River 12333	238
Port Jefferson Harbor 12362	172	Ram Head 12358	142
Port Johnson 12333	238	Ram Island 12358	145
Port Monmouth 12401, 12327	233	Ram Island 13214	148
Port Morris 12339	205	Ram Island 13229	118
Port Newark Terminal 12337	240	Ram Island 13236	117
Port Reading 12331	238	Ram Island Reef 13214	148
Port Richmond 12333	238	Ram Island Shoal 13214	148
Port Series of the United States	254	Randall Bay 12352	215
Port Socony 12331	237	Randalls Island 12339	205
Port Washington 12366	199	Rands Harbor 13236	113
Portland 12377	161	Range Channel 12352	212
Ports and Waterways Safety-General	57	Ranges	2
Pot Island 12373	164	Rapid Rock 13213	154
Potash Bar 12377	160	Raritan Bay 12331	233
Potowomut Neck 13224	134	Raritan Bay Channel 12401, 12327	221
Potowomut River 13224	134	Raritan River 12332	234
Potter Cove 13223	126	Rat Island 12366	194
Potter Cove 13224	129	Red Bank 12324	232
Potter Pond 13219	138	Red Bank 12331	234
Potunk Point 12352	209	Red Brook Harbor 13236	114
Poughkeepsie 12347	247	Red Hook Channel 12334	227

	Page		Page
Red Ledge 13235, 13229	109	Sales Information	253
Red Reef 13214	148	Salmon Cove 12377	160
Red Rock 12367	186	Salt Pond 13246	94
Red Rock 13223	133	Salt Pond Bay 13246	94
Reeves Bay 12358	146	Saltaire 12352	211
Reeves Creek 12358	146	Salters Point 13229	120
Regulated Navigation Areas and Limited Access Areas	67	Sampawams Creek 12352	213
Rensselaer 12348	249	Sampawams Point 12352	213
Repairs-salvage-wrecking	91	Sampsons Island 13229	101
Reported information	2	Sand Hole, The 12365	197
Reports from ships	12	Sand Spit 12358	144
Reynolds Channel 12352	215	Sands Point 12366	199
Rhode Island 13221	122	Sandy Hook 12327, 12401	217, 229
Rhode Island Rock 13238	105	Sandy Hook Bay 12327, 12401	229
Rhode Island Rocks 12368	183	Sandy Hook Channel 12327	221
Rhode Island Sound 13218	111, 122	Sandy Point 12371	167
Ribbon Reef 13230	112	Sandy Point 13211	156
Richmond Creek 12358	144	Sandy Point 13214	147
Riding Rock 12373	163	Sandy Point 13215	136
Rikers Island 12339	205	Sandy Point 13221	124
Rikers Island Channel 12339	204	Sandy Point 13224	135
Rip Van Winkle Bridge State Route 23 12347	248	Sankaty Head Light 13241	102
River Ledge 13223	132	Saquatucket Harbor 13229	98
River, The 13248	94	Sarah Ledge 13213	154
Riverhead 12358	146	SARSAT	18
Riviere Richelieu	252	SATELLITE POSITION INDICATING RADIO	
Roa Hook 12343	246	BEACON (EPIRB)	
Roanoke Point Shoal 12354	172	Sauga Point 13223	133
Robbins Reef Light 12334	229	Saugatuck 12368	181
Robbins Rock 13238	107	Saugatuck River 12368	180
Robert Moses (Fire Island) State Park 12352	212	Saugerties 12347	248
Robins Island 12358	145	Saunders Point 13211	156
Robins Island Rock 12358	145	Saunders Point 13211	133
Robinsons Hole 13229, 13230	110	Saunders Point 13211	158
Rock Island 13224	130	Saybrook Outer Bar 12375	237
Rockaway Beach 12350	226	Sayreville 12332	135
Rockaway Inlet 12350	223	Scarborough Beach 13218	145
Rockaway Point 12350	217, 223	School House Creek 12358	124
Rocky Hill 12377	161	Schuyler Ledge 13221	118
Rocky Point 12354	171	Scouticut Neck 13229	190
Rocky Point 12365	197	Scotch Caps 12367	183
Rocky Point 12365	135	Scott Cove 12368	215
Rocky Point 13224	145	Scow Creek 12352	113
Rodgers Rock 12358	164	Scraggy Neck 13236	134
Rogers Island 12373	133	Scup Rock 13223	232
Rome Point 13223	221	Sea Bright 12324	199
Romer Shoal 12402, 12327	248	Sea Cliff 12366	214
Rondout Creek 12347	206	Sea Dog Creek 12352	146
Roosevelt Island (Welfare Island) 12339	206	Seaflower Reef 13214	214
Roosevelt Island Reef (Welfare Island Reef) 12335	206	Seaford 12352	214
Roosevelt Memorial Basin 12365	198	Seaford Creek 12352	125
Rose and Crown 13237	83	Seal Ledge 13223	158
Rose Island 13223	126	Seal Rock 13211	125
Roslyn 12366	199	Seal Rock 13223	125, 133, 134
Roton Point 12368	182	Seal Rocks 13214	146
Round Cove 13248	94	Seal Rocks 13236	113, 117
Round Hill Point 13229	120	Seapit River 13229	101
Round Rock 13223	134	Seaput River 13229	101
Round Rock 13224	134	Search and Rescue	7
Routes	83	Searchlights	24
Rowayton 12368	183	Sears Point 13229	97
Ruffle Bar 12350	225	Seaside 13211, 13212	156
Ruins 13209	141	Seaside 13211, 13212	209
Rumson 12324	232	Seatuck Cove 12352	209
Rumstick Ledge 13224	129	Seatuck Creek 12352	145
Rumstick Neck 13224	129	Sebonac Creek 12358	241
Rumstick Point 13224	129	Secaucus 12337	122
Rumstick Rock 13224	129	Security Broadcast System, Narragansett Bay	130
Rumstick Shoal 13224	129	Seekonk River 13224, 13225	21
Rutherford 12337	240	Seiche	99
Ryder Cove 13248	94	Seine Pond 13229	21
Rye Beach 12367	190	Seismic sea waves	254
		Selected Worldwide Marine Weather Broadcasts	99
Sabin Point 13224	130	Senator Shoal 13229	105
Sachem Head 12373	163	Sengekontacket Pond 13238	210
Sachem Head Harbor 12373	163	Senix Creek 12352	233
Sachuest Point 13221	124	Sequine Point 12331	102
Sag Harbor 12358	144	Sesachacha Pond 13241	173
Sag Harbor Cove 12358	144	Setauket 12362	173
Sailing Directions	254	Setauket Harbor 12362	181
Sailors and Soldiers Monument 12341	244	Seymour Point 12368	167
Sailors Haven 12352	211	Shag Bank 12371	140
Sakonnet Harbor 13221	124	Shagwong Reef 13209	152
Sakonnet Point 13221	124	Shagwong Rock 13209	181
Sakonnet River 13221	124	Shaw Cove 13213	225
Sales agents	3	Sheep Rocks 12368	
		Sheepshead Bay 12350	

	Page		Page
Sheffield Island 12368	181	Spider, The 12327	221
Sheffield Island Harbor 12368	181	Spindle Rock 13229	100
Shell Bank Creek 12350	225	Spoil areas	15
Shellbank Basin 12350	226	Spuyten Duyvil Creek 12345	244
Shelter Island Heights 12358	143	Squam Head 13241	102
Shelter Island Sound 12358	142	Squash Meadow 13238	105
Shelton 12370	170	Squaw Island 13229	100
Sherwood Point 12369	180	Squeteague Harbor 13236	113
Shetucket River 12372	155	Squibnock Point 13233	108
Shinnecock Bay 12352	208	St. Elmo's fire	90
Shinnecock Canal 12352	208	St. George 12334	221
Shinnecock Inlet 12352	208	St. Helena Island 12373	164
Shinnecock Light 12352	209	St. Patrick Rock 13223	126
Ship Rock 12367	190	Stage Harbor 13229	97
Shippan Point 12368	183	Stage Island 13229	97
Shoal Point 12369	180	Stamford 12368	183
Shooters Island 12333	238	Stamford Harbor 12368	183
Short Beach 12352	214	Standard Time	91
Short Beach 12373	165	Star Island 13209	141
Shovelful Shoal 13241	104	State Boat Channel 12352	212
Shrewsbury River 12324	229	Staten Island 12327	233
Sias Point 13236	116	Staten Island Flats 12327	233
Siasconset 13241	102	Staten Island Light 12402, 12327	221
Silver Beach Harbor 13236	113	Statue of Liberty 12334	229
Silver Eel Cove (Silver Eel Pond) 13214	146	Stepping Stones 12366	199
Sing Sing Prison 12343	245	Stirling Basin 12358	143
Sippican Harbor 13236	117	Stone Horse Shoal 13244	95
Sippican Neck 13236	117	Stone Island 12374	162
Sisters, The 13223	126	Stone Island Reef 12374	162
Sixmile Reef 12354	161	Stonington 13214	148
Slocums Ledge 13228	121	Stonington Harbor 13214	147
Slocums River 13228	120	Stonington Point 13214	147
Sloop Channel 12352	214	Stony Brook 12363	195
Sluice Creek 12373	163	Stony Brook Harbor 12363	195
Sluiceway, The 13212	140	Stony Creek 12373	164
Small-craft facilities	91	Stony Island 12373	163
Smith Cove 12358	144	Stony Islet 12371	167
Smith Cove 12367	186	Stony Point 12343	246
Smith Cove 13211	156	Stony Point 12368	181
Smith Creek 12331	237	Stony Point Dike 13236	116
Smith Meadow 12352	214	Storm King Mountain 12343	247
Smith Neck 13229	120	Storm surge	21
Smith Point 12352	210	Strait, The 13235, 13229	109
Smith Reef 12368	183	Stratford 12370	170
Smithtown Bay 12363	195	Stratford Point 12370	170
Snipe Island 12352	214	Stratford Shoal Middle Ground 12354	171
Snow Rock 13229	118	Strawberry Point 13229	117
Snug Harbor 13219	138	Strong's Creek 12352	213
Somerset 13221	127, 129	Strong's Point 12352	213
Sommerville Basin 12350	226	Stump Creek 12331	234
South Amboy 12332	237	Sturgeon Flats 13238	104
South Beach 12402, 12327	233	Stuyvesant 12348	249
South Brother 13211	158	Submarine cables and pipelines	14
South Brother Island 12339	205	Submarine canyons	83
South Brother Island Channel 12339	205	Submarine emergency identification signals	22
South Dartmouth 13229	120	Success Rock 12366	199
South Dennis 13229	98	Succonnesset Point 13229	101
South Ferry 12358	144	Succonnesset Shoal 13229	101
South Ferry 13223	132	Succotach Point 13219	138
South Jamesport 12358	145	Sugar Reef 13214	139
South Nonations 12366	193	Sugar Reef Passage 13214	139
South Norwalk 12368	182	Sumac Island 12373	164
South Oyster Bay 12352	213	Sunken Ledge 13229	118
South Race 12358	145	Sunken Meadow 12339	205
South River 12332	234, 237	Sunken Meadow Creek 12363	195
South Swansea 13221	127	Superstructure Icing	88
South Wellfleet 13246	93	Supplies	91
South Yarmouth 13229	98	Surface ship procedures for assisting aircraft in distress	9
Southold 12358	143	Surface ship procedures for assisting distressed surface vessels	8
Southold Bay 12358	143	Swan Pond 13229	98
Southport 12369	180	Swan Pond River 13229	98
Southport Harbor 12369	180	Swan River 12352	211
Southwest Ground 13229	100	Swash Channel 12327	221
Southwest Ledge 13215	136	Swifts Beach 13236	117
Southwest Ledge 13236	113	Swifts Creek 12352	214
Southwest Ledge Light 12371	167	Swinburne Island 12402, 12327	233
Southwest Point 13223	125		
Southwest Reef 12374	162	Tallman Island 12366	200
Southwest Rock 13229	100	Tallman Mountain State Park 12345	244
Sow and Pigs Reef 13230	112	Tappan Zee 12343	245
Spar Island 13221	127	Tappan Zee Bridge IS 87/287 12343	245
Special Notice to Mariners	254	Tarpaulin Cove 13233	110
Special signals	22	Tarrytown 12343	245
Spectacle Island 12373	164	Taunton 13221	127
Speonk Point 12352	209		

	Page		Page
Taunton River 13221	127	Tsunamis	21
Taunton Rock 12373	165	Tubby Hook 12345	244
Tavern Island 12368	182	Tuckernuck Island 13241	102
Taylor Point 13223	126	Tuckernuck Shoal 13241	103
Terminal Channel 12401, 12327	221, 232	Tuthill Cove 12352	209
Tern Island 13248	94	Tuthill Point 12352	209
Terrys Creek 12358	146	Tuttles White Bank 12354	172
Thames River 13213, 13212	152	Tuxis Island 12374	163
Thamesville 12372	155	Twomile Ledge 13228	121
Thatch Island 13229	101	Twomile Rock 13228	121
Thatchbed Island 12375	160	Twotree Island 13211, 13212	156
The Bar 12370	170	Twotree Island Channel 13211, 13212	156
The Battery 12327	219	Tylerville 12377	160
The Blauzes 12366	194	U.S. Coast Guard Academy 13213	155
The Bonnet 13223	132	U.S. Fishery Conservation Zone	25
The Bow Bells 13236	117	U.S. Merchant Marine Academy 12366	199
The Breachway 13219	138	U.S. Military Academy 12343	246
The Cove 13221	124	U.S. Nautical Chart Numbering System	14
The Cows 12368	183	U.S. Naval Submarine Base 13213	155
The Dumplings 13223	125	Umbrella Point 12367	190
The Gulf 12370	169	Umbrella Rock 12367	193
The Gut 12368	183	Uncle Daniels Point 12350	227
The Knob 13229	113	Under-keel clearances	1
The Knubble 13228	121	Uniform State Waterway Marking System	21
The Little Cows 12369	180	Unionport 12366	204
The Maelstrom 12347	248	Upper Bay 12334	227
The Narrows 12334, 12402	227	Upper Nyack 12343	245
The Narrows 12352	215	Usher Rocks 13224	129
The Narrows 13248	94	Valiant Rock 13212	140
The Neck 13229	97	Veatch Canyon 13200	83
The Race 13209, 13212	140	Venetian Harbor 13214	150
The River 13248	94	Vernam Basin 12350	226
The Sand Hole 12365	197	Verplanck Point 12343	246
The Sisters 13223	126	Verrazano Narrows Bridge 12327, 12402, 12334	227
The Sluiceway 13212	140	Vessel Arrival Inspections	91
The Spider 12327	221	Vessel Bridge-to-Bridge Radiotelephone Regulations	27
The Strait 13235, 13229	109	Vessel Traffic Service (New York)	81, 152, 174, 221
The Thimbles 12373	164	Vessel Watering Points	6
The Wildcat 13228	112	Vineyard Haven 13238	106
Thimble Island Harbor 12373	164	Vineyard Haven Harbor 13238	106
Thimbles, The 12373	164	Vineyard Point 12373	163
Thompson Cove 13214	147	Vineyard Sound 13218	106
Thorns Creek 12331	234	Visibilities	88
Threemile Harbor 13209	142	Vixen Ledge 13213	150
Throgs Neck 12366	200	Waackaack Creek 12331	234
Throgs Neck Bridge 12366	200	Wading River 12354	172
Thurston Basin 12350	227	Wakefield 13219	138
Tiana Beach 12352	209	Wallabout Bay 12335	207
Tidal Current Charts	3	Wamphassuc Point 13214	148
Tidal Current Charts/Atlas	253	Wappinger Creek 12347	247
Tidal Current Diagrams	3, 253	Wappingers Falls 12347	247
Tidal Current Tables	3, 253	Waquoit Bay 13229	101
Tide Tables	3, 253	Ward Point 12331	237
Time	2, 91	Ware Island 12368	183
Time Signals	12	Wareham 13236	116
Tiverton 13221	124	Wareham River 13236	116
Tobys Island 13236	114	Warren 13224	129
Tom Point 12366	199	Warren River 13224	129
Tomkins Cove 12343	246	Warwick Cove 13224	134
Toms Point 13228	121	Warwick Neck 13224	134
Tongue Point 12369	175	Warwick Point 13224	134
Tottenville 12331	237	Washington Canal 12332	234
Towage	91	Washington Shoal 13209	140
Town Cove 13246	94	Wasque Point 13233	103
Town Creek 12324	232	Wasque Shoal 12333	103
Town Creek 12358	144	Watch Hill 12352	211
Townshend Ledge 12371	167	Watch Hill 13214	139
Tracey Ledge 13223	126	Watch Hill Cove 13214	147
Traffic Separation Scheme (Buzzards Bay)	111	Watch Hill Passage 13214	139
Traffic Separation Scheme (Narragansett Bay)	122	Watch Hill Point 13214	139
Traffic Separation Scheme Off New York	219	Watch Hill Reef 13214	139
Traffic Separation Schemes (Traffic Lanes)	23, 81	Watchogue Creek 12352	212
Transport Rock 12367	190	Waterford 13211	156
Triborough Bridge 12339	205	Waterford 14786	251
Trim Pond 13217	137	Watervliet 12348	251
Tropical Cyclone climatology	85	Wauwinet 13241	103
Tropical Cyclones	85	Waves	87
Tropical Depression	85	Wayland Island 12373	164
Tropical Storm	85	Weather	84
Tropical Wave	85	Wee Captain Island 12367	187
Troutmans Creek 12324	232	Weehawken 12335	244
Troy 12348	251	Weekapaug Breachway 13215	139
Troy Lock and Dam 12348	251		
Troy-Menands Bridge (State Route 378) 12348	251		
Truro 13246	93		

	Page		Page
Weekapaug Point 13215	139	Whaleback Rock 13214	148
Weeks Point 12366	198	Wheeler Rock 12374	162
Weepect Islands 13233	110	White Rock 12368	182
Weepect Rock 13230	110	White Rock 13211	156
Weesuck Creek 12352	209	White Rock 13213	154
Weir Creek 12366	195	White Rock 13214	148
Welches Point 12370	169	Whitestone 12366	200
Welker Canyon 13200	83	Whitestone Point 12366	200
Wepawaug River 12370	169	Wickets Island 13236	116
Wequetequock Cove 13214	147	Wickford 13223	133
Werthein National Wildlife Refuge 12352	210	Wickford Cove 13223	133
West Babylon Creek 12352	213	Wickford Harbor 13223	133
West Bank 12402, 12327	221, 233	Wickham Creek 12358	145
West Bank Light 12402, 12327	221	Wicopesset Island 13214	139
West Bay 13229	100	Wicopesset Passage 13214	139
West Branch 12368	183	Wicopesset Rock 13214	139
West Branch 12369	180	Wilbur Point 13229	118
West Channel 12352	212	Wild Goose Point 13223	133
West Chop 13238	106	Wild Harbor 13236	113
West Cove 12352	209	Wildcat, The 13228	112
West Cove 13214	148	Wilkes Ledge 13229	119
West Creek 12352	212	Willets Point 12366	200
West Crib 12373	164	Williamsburg Bridge 12335	207
West Crow Island 12352	214	Willow Point 13214	150
West Dennis 13229	98	Wilson Cove 12368	182
West Falmouth 13229	113	Wilson Head 12367	187
West Falmouth Harbor 13229	113	Wilson Point 12368	182
West Gilgo Beach 12352	213	Wind Chill and Frostbite	89
West Harbor 12352	198	Winds	2, 88
West Harbor 13214	146	Wings Cove 13236	117
West Island 13229	118	Wings Neck 13236	114
West Neck 12358	145	Winhole Channel 12350	226
West Neck 12365	197	Winkle Point 12365	196
West Neck Bay 12358	144	Winnapaug Pond 13215	139
West Neck Harbor 12358	144	Winthrop Cove 13213	152
West Passage 13223	132	Wood End 13249	93
West Point 12343	246	Woodbridge Creek 12331	237
West River 12371	167	Woodcleft Canal 12352	215
West River 12373	163	Woodmere Channel 12352	215
West Rock 12367	190	Woodmont 12371	167
West Rock 12374	163	Woods Hole 13229	108
West Southwest Ledge 13229	99	Woods Hole 13235, 13229	108
Westbrook 12374	161	Woods Hole Passage 13235, 13229	109
Westbrook Harbor 12374	161	Woodsburgh 12352	215
Westchester 12366	204	Woodsburgh Channel 12352	215
Westchester Creek 12366	204	Wooley Pond 12358	145
Westcott Cove 12368	183	Woolsey Rock 12367	186
Westend Pond 13229, 13230	111	Worlds End 12343	246
Westerly 13214	147	Wreck Shoal 13229	101
Westhampton Beach 12352	209	Wrecks	83
Westport 12368	181	Wychmere Harbor 13229	98
Westport Harbor 13228	121		
Westport Point 13228	121		
Westport River 13228	121		
Wethersfield Cove 12377	161	Yantic River 12372	155
Weweantic River 13236	117	Yellow Mill Channel 12369	175
Whale Creek 12338	206	Yonkers 12345	244
Whale Rock 13214	148	Youngs Point 12358	143
Whale Rock 13223	132	Youngs Rock 13214	146
Whale Rock 13229	118		
Whale Rock 13229, 13230	111	Zachs Bay 12352	214
		Zieglers Cove 12368	183

PART 2 - SECTION A

LIGHT LIST

Volume II - Atlantic Coast

covering

CHESAPEAKE BAY ENTRANCE and approaches

for

general information refer to PART 1, SECTION A

DEPARTMENT OF TRANSPORTATION, U.S. COAST GUARD

LIGHT LIST

Volume II

ATLANTIC COAST

TOMS RIVER, NEW JERSEY TO
LITTLE RIVER, SOUTH CAROLINA

IMPORTANT

THIS PUBLICATION SHOULD BE CORRECTED
EACH WEEK FROM THE LOCAL NOTICE TO MARINERS
OR NOTICE TO MARINERS AS APPROPRIATE.

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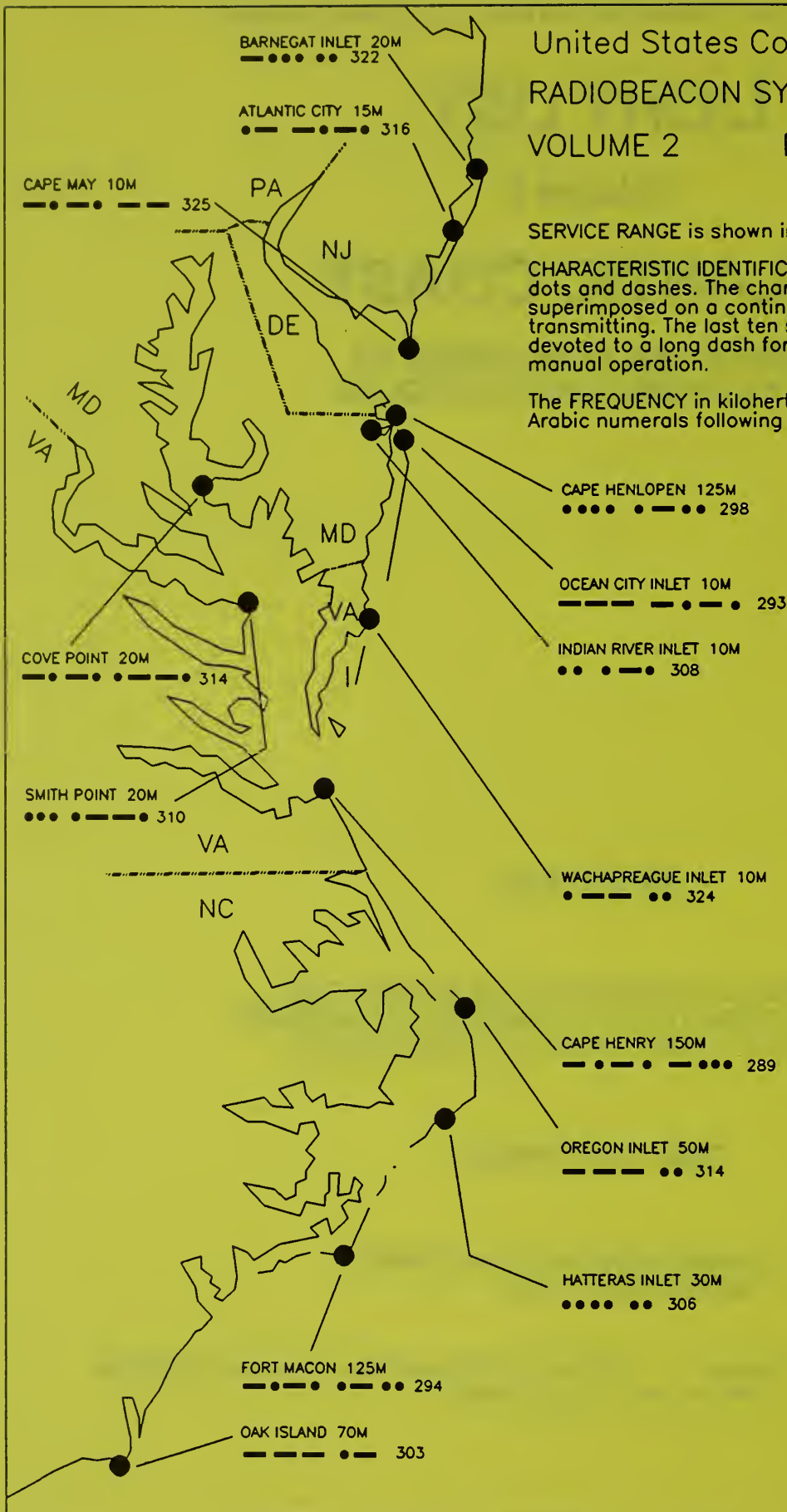
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United States Coast Guard RADIOBEACON SYSTEM ATLANTIC COAST VOLUME 2 EDITION

SERVICE RANGE is shown in nautical miles (M).

CHARACTERISTIC IDENTIFICATION consists of a combination of dots and dashes. The characteristic signal of all beacons is superimposed on a continuous carrier when they are transmitting. The last ten seconds of the minute are devoted to a long dash for maximum bearing accuracy using manual operation.

The FREQUENCY in kilohertz is indicated on the chart in Arabic numerals following the characteristic identification.



RADIOBEACON SYSTEM – ATLANTIC COAST

CONTINUOUS – By Frequency

Freq kHz	Station	Characteristic	Range (n.m.)	Lat. (N)	Long. (W)
289	CAPE HENRY	CB (—.— —...)	150	36 55 35	76 00 27
293	OCEAN CITY INLET	OC (---- —.—.)	10	38 19 30	75 05 18
294	FORT MACON	CL (—.— .—..)	150	34 41 53	76 41 00
298	CAPE HENLOPEN	HL (.... —..)	125	38 47 39	75 05 26
303	OAK ISLAND	OA (---- .—)	70	33 53 33	78 02 06
308	INDIAN RIVER INLET	IR (.. —.)	10	38 36 35	75 04 06
309	HATTERAS INLET STATION	HI (.... ..)	30	35 12 27	75 42 21
310	SMITH POINT	SP (... —.—.)	20	37 52 47	76 11 03
314	COVE POINT	CP (—.— .—.—.)	20	38 23 10	76 22 55
314	OREGON INLET	OI (---- ..)	50	35 47 48	75 33 01
316	ATLANTIC CITY	AC (.— —.—.)	15	39 21 57	74 24 37
322	BARNEGAT INLET	BI (—... ..)	20	39 45 28	74 06 21
324	WATCHAPREAGUE INLET	WI (.— —..)	10	37 34 24	75 37 30
325	CAPE MAY	CM (—.— ——)	10	38 56 38	74 52 20

GEOGRAPHIC RANGE TABLE

The following table gives the approximate geographic range of visibility for an object which may be seen by an observer at sea level. It is necessary to add to the distance for the height of any object the distance corresponding to the height of the observer's eye above sea level.

Distances of visibility for objects of various elevations above sea level.

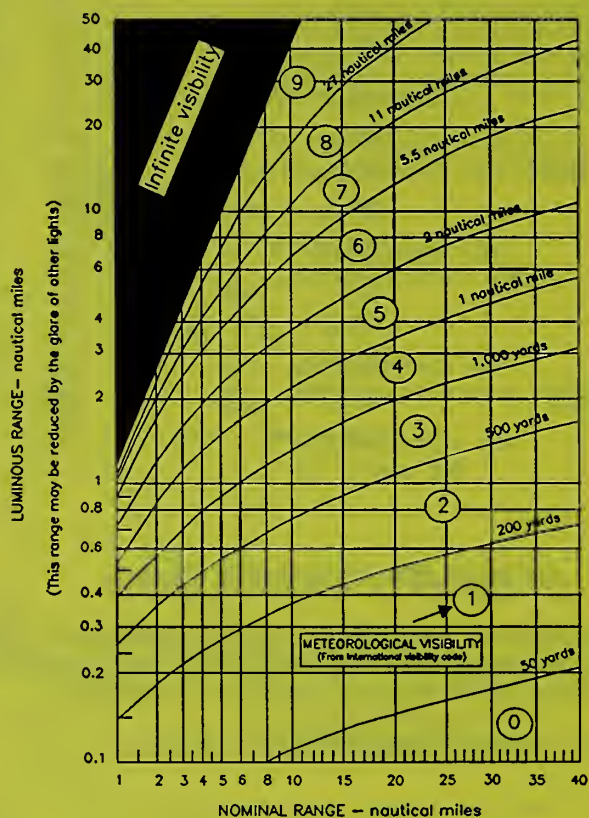
Height			Height			Height		
Feet	Meters	Nautical Miles (NM)	Feet	Meters	Nautical Miles (NM)	Feet	Meters	Nautical Miles (NM)
5	1.5	2.6	70	21.3	9.8	250	76.2	18.5
10	3.1	3.7	75	22.9	10.1	300	91.4	20.3
15	4.6	4.5	80	24.4	10.5	350	106.7	21.9
20	6.1	5.2	85	25.9	10.8	400	121.9	23.4
25	7.6	5.9	90	27.4	11.1	450	137.2	24.8
30	9.1	6.4	95	29.0	11.4	500	152.4	26.2
35	10.7	6.9	100	30.5	11.7	550	167.6	27.4
40	12.2	7.4	110	33.5	12.3	600	182.9	28.7
45	13.7	7.8	120	36.6	12.8	650	198.1	29.8
50	15.2	8.3	130	39.6	13.3	700	213.4	31.0
55	16.8	8.7	140	42.7	13.8	800	243.8	33.1
60	18.3	9.1	150	45.7	14.3	900	274.3	35.1
65	19.8	9.4	200	61.0	19.0	1000	304.8	37.0

Example: Determine the geographic visibility of an object, with a height above water of 65 feet, for an observer with a height of eye of 35 feet. Enter above table;

Height of object	65 feet	9.4 NM
Height of observer	35 feet	6.9 NM
Computed geographic visibility		16.3 NM

LUMINOUS RANGE DIAGRAM

The nominal range given in this Light List is the maximum distance a given light can be seen when the meteorological visibility is 10 nautical miles. If the existing visibility is less than 10 miles, the range at which the light can be seen will be reduced below its nominal range. And, if the visibility is greater than 10 miles, the light can be seen at greater distances. The distance at which a light may be expected to be seen in the prevailing visibility is called its luminous range.



METEOROLOGICAL VISIBILITY (From International Visibility code)		
Code	Metric	Nautical (approximate)
0	Less than 50 meters	Less than 50 yards
1	50-200 meters	50-200 yards
2	200-500 meters	200-500 yards
3	500-1,000 meters	500-1,000 yards
4	1-2 kilometers	1,000-2,000 yards
5	2-4 kilometers	1-2 nautical miles
6	4-10 kilometers	2-5.5 nautical miles
7	10-20 kilometers	5.5-11 nautical miles
8	20-50 kilometers	11-27 nautical miles
9	Greater than 50 km	Greater than 27 nm

This diagram enables the mariner to determine the approximate luminous range of a light when the nominal range and the prevailing meteorological visibility are known. The diagram is entered from the bottom border using the nominal range listed in column 6 of this book. The intersection of the nominal range with the appropriate visibility curve (or, more often, a point between two curves) yields, by moving horizontally to the left border, the luminous range.

CAUTION: When using this diagram is must be remembered that:

1. The ranges obtained are approximate.
2. The transparency of the atmosphere may vary between the observer and the light.
3. Glare from background lighting will considerably reduce the range at which lights are sighted.
4. The rolling motion of the mariner and/or of a lighted aid to navigation may reduce the distance at which lights can be detected and identified.

(1) No.	(2) Name and location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
SEACOAST (Delaware) - Fifth District							
N/W CAPE MAY TO FENWICK ISLAND (Chart 12214)							
190 1275	Hen and Chickens Shoal Lighted Gong Buoy 1 HC Off southeast end of shoal.	38 42.4 75 00.0	Fl G 2.5 ^s		4	Green.	
195 4125	Indian River Inlet Lighted Gong Buoy 1	38 36.6 75 02.8	Fl G 2.5 ^s		5	Green.	
200 4135	Indian River Inlet Radiobeacon	38 36.6 75 04.1	IR (•• •—•)	80	10	Whip antenna.	FREQ: 308 kHz.
FENWICK ISLAND TO CHINCOTEAGUE ISLAND (Chart 12211)							
205	FENWICK ISLAND LIGHT	38 27.1 75 03.3	Oc W 13 ^s 7.5 ^s fl 5.5 ^s ec	83	8	White tower. 87	Private aid.
210	Fenwick Shoal Lighted Gong Buoy 1 FIS On west side of shoal.	38 26.8 74 57.4	Fl G 4 ^s		5	Green.	
215	Isle of Wight Shoal Buoy IWS	38 23.5 74 56.0				Green and red bands; can.	
220	Great Gull Bank Lighted Whistle Buoy 4	38 16.4 75 00.4	Fl R 4 ^s		5	Red.	
SEACOAST (Atlantic Ocean)							
CAPE SABLE TO CAPE HATTERAS (Chart 13003)							
225	NOAA Data Lighted Buoy 44004 (ODAS)	38 32.2 70 43.3	Fl (4) Y 20 ^s			Yellow boat-shaped buoy.	
SEACOAST (Maryland) - Fifth District							
OCEAN CITY INLET TO CAPE HATTERAS (Chart 12200)							
230 4485	OCEAN CITY INLET JETTY LIGHT	38 19.5 75 05.1	Iso W 6 ^s	28	9	NB on skeleton tower.	HORN: 1 blast ev 15 ^s (2 ^s bl).
235 4490	Ocean City Inlet Radiobeacon	38 19.5 75 05.3	OC (— — — — ••••)		10		FREQ: 293 kHz. Antenna located on Ocean City Inlet Jetty Light.
240	Ocean City Lighted Research Buoy	38 20.1 75 01.0	Fl Y 20 ^s			Yellow.	Maintained by US Army Corps of Engineers.
245 4495	Ocean City Inlet Lighted Bell Buoy 2	38 19.5 75 04.1	Fl R 4 ^s		3	Red.	
250	Ocean City Warning Buoy	38 18.9 75 05.1				White with orange bands worded, DANGER SUBMERGED OBJECT; can.	
255	Little Gull Bank Buoy LG	38 16.9 75 04.3				Green and red bands; can.	
260	Sugar Point Buoy 4A	38 04.8 75 00.4				Red nun.	
265	Jack Spot Buoy 2JS	38 05.3 74 45.1				Red nun.	

(1) No.	(2) Name and location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
SEACOAST (Virginia) - Fifth District							
	N/W OCEAN CITY INLET TO CAPE HATTERAS (Chart 12200)						
270	Winter Quarter Shoal Buoy 5	37 58.3 75 09.2				Green can.	
275	Winter Quarter Shoal Lighted Buoy 6	37 59.7 75 01.4	FI R 6 ^s		4	Red.	
280	Assateague Light	37 54.7 75 21.4	FI (2) W 5 ^s 0.1 ^s fl 1.0 ^s ec. 0.1 ^s fl 3.8 ^s ec.	154	22	Conical tower with red and white bands. 142	
285	Ship Shoal Buoy SS	37 50.9 75 19.9				Red and white stripes; nun.	
290	Blackfish Bank Buoy 8A	37 50.4 75 15.9				Red.	
295	Blackfish Bank Lighted Whistle Buoy 8 East of 24 foot spot.	37 50.6 75 12.1	FI R 2.5 ^s		4	Red.	
300	Turners Lump Buoy 2	37 48.9 75 19.5				Red nun.	
305	Turners Lump Lighted Bell Buoy 2TL	37 48.9 75 22.5	FI R 4 ^s		5	Red.	
310 6210	Wachapreague Inlet Lighted Whistle Buoy A	37 35.0 75 33.7	Mo (A) W		6	Red and white stripes with red spherical topmark.	
315 6250	Wachapreague Inlet Radiobeacon	37 34.4 75 37.1	Wi (•--- ••)		10	Lookout tower.	FREQ: 324 kHz.
320	Parramore Bank Lighted Gong Buoy 10	37 32.0 75 25.9	FI R 4 ^s		5	Red.	
325 6305	Quinby Inlet Lighted Buoy Q	37 28.1 75 36.1	Mo (A) W		6	Red and white stripes.	
330 6335	QUINBY INLET ENTRANCE LIGHT	37 27.8 75 40.2	FI W 4 ^s	28	8	NB on skeleton tower on structure.	
332 6400	Great Machipongo Inlet Lighted Whistle Buoy GM		Mo (A) W		5	Red and white stripes with red spherical topmark.	
335	Hog Island Lighted Bell Buoy 12	37 17.7 75 34.7	FI R 2.5 ^s		5	Red.	
340	Cape Charles Lighted Bell Buoy 14	37 07.4 75 41.0	FI R 2.5 ^s		5	Red.	
345	Cape Charles Light	37 07.4 75 54.4	FI W 5 ^s	180	24	Octagonal, pyramidal skeleton tower, upper part black, lower part white. 191	Operates 24 hours.
350	Surface Gunnery Area 7 Lighted Buoy GA	37 00.0 75 21.5	FI Y 6 ^s		6	Yellow.	
355	Chesapeake Light	36 54.3 75 42.8	FI (2) W 15 ^s 0.1 ^s fl 2.9 ^s ec. 0.1 ^s fl 11.9 ^s ec.	117	24	Blue tower on white square superstructure on four black piles, CHESAPEAKE on sides.	Emergency light of lower intensity will be displayed when main light is inoperative. RACON: N (—•). HORN: 1 blast ev 30 ^s (3 ^s bl). Operates continuously.
360	Navy SESEF Lighted Buoy A	36 55.0 75 38.3	FI Y 2.5 ^s		5	Yellow.	

(1) No.	(2) Name and location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
SEACOAST (Virginia) - Fifth District							
N/W OCEAN CITY INLET TO CAPE HATTERAS (Chart 12200)							
365	Cape Henry Light	36 55.6 76 00.4	Ma (U) W 20^s (R sector) 1 ^s fl 2 ^s ec. 1 ^s fl 2 ^s ec. 7 ^s fl 7 ^s ec.	164	W 17 R 15	Octagonal pyramidal tower, upper and lower half of each face alternately black and white. 163	Red from 154° to 233°, covers shoals outside Cape Charles and Middle Ground inside bay. Emergency light of lower intensity will be displayed when main light is extinguished.
366	Cape Henry Radiobeacon		CB (-.-.- -.-.-)		150		FREQ: 289 kHz. Antenna 80 yards, 326° from Cape Henry Light.
370	<i>Middle Ground South End Lighted Bell Buoy 4A</i>	37 00.3 75 55.8	Fl R 4^s		4	Red.	
375	<i>North Chesapeake Entrance Lighted Whistle Buoy NCA</i>	36 58.7 75 48.6	Fl Y 2.5^s		6	Yellow.	
380	<i>North Chesapeake Entrance Lighted Gong Buoy NCB</i>	36 58.0 75 50.8	Fl Y 6^s		7	Yellow.	
385	<i>North Chesapeake Entrance Lighted Bell Buoy NCC</i>	36 57.4 75 53.0	Fl Y 4^s		6	Yellow.	
390	<i>North Chesapeake Entrance Lighted Gong Buoy NCD</i>	36 56.8 75 55.1	Fl Y 2.5^s		6	Yellow.	
395	<i>Chesapeake Bay Entrance Junction Lighted Gong Buoy CBJ</i>	36 56.1 75 57.5	Fl (2+1) G 6^s		5	Green and red bands.	
Chesapeake Bay Southern Approach							
400	- Lighted Whistle Buoy CB	36 49.0 75 45.6	Mo (A) W		6	Red and white stripes with red spherical topmark.	RACON: K(-.-.-).
401	- Lighted Buoy 1	36 49.5 75 46.9	Fl G 2.5^s		4	Green.	
402	- Lighted Buoy 2	36 49.7 75 46.7	Fl R 2.5^s		4	Red.	
403	- Lighted Buoy 3	36 50.2 75 48.3	Fl G 4^s		4	Green.	
404	- Lighted Buoy 4	36 50.3 75 48.1	Fl R 4^s		4	Red.	
405	- Lighted Buoy 5	36 50.9 75 49.6	Fl G 4^s		4	Green.	
406	- Lighted Buoy 6	36 51.0 75 49.5	Fl R 4^s		4	Red.	
407	- Lighted Buoy 7	36 51.5 75 50.9	Fl G 2.5^s		4	Green.	
408	- Lighted Buoy 8	36 51.7 75 50.8	Fl R 2.5^s		4	Red.	
409	- Lighted Buoy 9	36 52.2 75 52.3	Q G		4	Green.	

(1) No.	(2) Name and location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
SEACOAST (Virginia) – Fifth District							
N/W OCEAN CITY INLET TO CAPE HATTERAS (Chart 12200)							
Chesapeake Bay Southern Approach							
410	- Lighted Buoy 10	36 52.4 75 52.1	Q R		4	Red.	
411	- Lighted Buoy 11	36 53.1 75 53.3	FI G 2.5^s		4	Green.	
412	- Lighted Buoy 12	36 53.3 75 53.1	FI R 2.5^s		4	Red.	
413	- Lighted Buoy 13	36 54.0 75 54.3	FI G 4^s		4	Green.	
414	- Lighted Buoy 14	36 54.2 75 54.2	FI R 4^s		4	Red.	
415	- Lighted Buoy 15	36 55.0 75 55.4	Q G		4	Green.	
416	- Lighted Buoy 16	36 55.1 75 55.2	Q R		4	Red.	
420	Navy SESEF Lighted Buoy B	36 55.0 75 45.5	FI Y 4^s		5	Yellow.	
425	Rudee Inlet Lighted Whistle Buoy RI	36 50.0 75 56.8	Mo (A) W		5	Red and white stripes.	
430	RUDEE INLET JETTY LIGHT 2	36 49.8 75 58.0	FI R 2.5^s	22	3	TR on pile.	
435	RUDEE INLET JETTY LIGHT 1	36 49.8 75 58.0	FI G 4^s	21	4	SG on pile.	
440	Dam Neck Disposal Area Lighted Buoy A		FI Y 2.5^s		4	Yellow.	Position changed frequently for dredging.
442	Dam Neck Disposal Area Lighted Buoy B		FI Y 4^s		4	Yellow.	Position changed frequently for dredging.
444	Dam Neck Disposal Area Lighted Buoy C		FI Y 6^s		4	Yellow.	Position changed frequently for dredging.
452	Dam Neck Firing Zone Lighted Buoy A	36 49.5 75 51.1	FI Y 2.5^s		5	Yellow.	
455	Virginia Beach Wreck Lighted Bell Buoy WR2V Marks wreck of TIGER.	36 46.1 75 46.1	Q R		4	Red.	
457	Dam Neck Firing Zone Lighted Buoy B	36 43.8 75 54.4	FI Y 4^s		5	Yellow.	
460	False Cape Lighted Buoy 4A	36 35.6 75 44.0	FI R 2.5^s		5	Red.	
462	NOAA Data Lighted Buoy 44014 (ODAS)	36 35.0 74 50.0	FI (4) Y 20^s			Yellow disc-shaped hull.	

SEACOAST (North Carolina) – Fifth District

OCEAN CITY INLET TO CAPE HATTERAS (Chart 12200)							
465	Currituck Beach Light	36 22.6 75 49.8	FI W 20^s	158	18	Red conical tower. 163	

(1) No.	(2) Name and location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
VIRGINIA - Fifth District							
N/W CHINCOTEAGUE INLET TO GREAT MACHIPONGO INLET (Chart 12210)							
Virginia Inside Passage							
6465 5900	- Daybeacon 187					SG on pile.	
6470 5895	- LIGHT 186		FI R 4 ^s	16	3	TR on dolphin.	
Great Machipongo Channel							
6474	- Buoy 1					Green can.	
6475	- LIGHT 1A	37 27.8 75 47.1	FI G 4 ^s	15	4	SG on dolphin.	Light equipment removed when endangered by ice.
6480	- Daybeacon 3					SG on pile.	
6481	- Daybeacon 3A					SG on pile.	
6482	- Daybeacon 3B					SG on pile.	
6485	- LIGHT 4		Q R	15	4	TR on pile.	Light equipment remove when endangered by ice.
6490	- LIGHT 6	37 27.8 75 48.4	FI R 4 ^s	15	4	TR on pile.	Light equipment removed when endangered by ice.
6500	- LIGHT 8	37 28.4 75 48.4	FI R 4 ^s	15	3	TR on pile.	Light equipment removed when endangered by ice.
6505	- Daybeacon 10	37 29.0 75 48.0				TR on pile.	
6510	- LIGHT 11	37 29.4 75 47.7	FI G 4 ^s	15	4	SG on pile.	Light equipment removed when endangered by ice.
6515	- LIGHT 12	37 29.9 75 47.7	FI R 4 ^s	15	3	TR on pile.	Light equipment removed when endangered by ice.
6520	- LIGHT 13	37 30.2 75 47.6	FI G 4 ^s	15	4	SG on dolphin.	
6525	- Daybeacon 15	37 30.3 75 48.2				SG on pile.	
6530	- Daybeacon 17					SG on pile.	
6535	- Daybeacon 18					TR on pile.	
CHESAPEAKE BAY ENTRANCE (Chart 12221)							
6540	RAMSHORN CHANNEL LIGHT 2	37 23.4 75 51.2	FI R 4 ^s	18	4	TR on pile.	Light equipment removed from Dec 1. to Mar. 15.
Sand Shoal Inlet							
<i>Positions of buoys frequently shifted with changing conditions.</i>							
6545	- Lighted Bell Buoy A	37 17.8 75 42.9	Mo (A) W		6	Red and white stripes with red spherical topmark.	
6550	- Lighted Buoy 1		FI G 4 ^s		4	Green.	
6555	- Lighted Buoy 3		FI G 4 ^s		4	Green.	
6560	- Buoy 5					Green can.	
6565	- Lighted Buoy 6		FI R 4 ^s		4	Red.	

(1) No.	(2) Name and location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
VIRGINIA - Fifth District							
N/W CHESAPEAKE BAY ENTRANCE (Chart 12221)							
Sand Shoal inlet							
<i>Positions of buoys frequently shifted with changing conditions.</i>							
6570	- SOUTH LIGHT	37 17.9 75 48.2	FI W 4 ^s	15	5	NB on dolphin.	
6575 6065	OYSTER CHANNEL JUNCTION LIGHT OC	37 17.4 75 53.7	FI (2+1) R 6 ^s	15	6	JR on slatted pile structure.	
6580	- Daybeacon 2					TR on pile.	
6585	- LIGHT 3		FI G 2.5 ^s	16	5	SG on dolphin.	
6590	- Daybeacon 5 Marks encroaching shoal.					SG on pile.	
6595	- LIGHT 6		FI R 4 ^s	16	3	TR on dolphin.	
6600	- LIGHT 8		FI R 4 ^s	16	3	TR on dolphin.	
6605	- LIGHT 10		FI R 4 ^s	16	3	TR on dolphin.	

CHESAPEAKE BAY (Virginia) - Fifth District							
CHESAPEAKE BAY ENTRANCE (Chart 12221)							
Chesapeake Channel							
6610	Cape Henry Buoy 1	36 55.0 75 58.0				Green can.	
6615	- Lighted Bell Buoy 2C	36 57.3 75 58.4	FI R 2.5 ^s		4	Red.	
6620	Cape Henry Wreck Lighted Buoy 2CH 250 yards, 225° from last reported position of wreck. Marks wreck of CHILORE.	36 57.6 76 00.8	Q R		4	Red.	
6625	- Lighted Buoy 3 75 feet outside channel limit.		FI G 4 ^s		4	Green.	
6630	- Lighted Buoy 4 75 feet outside channel limit.		FI R 4 ^s		4	Red.	
6635	- Lighted Bell Buoy 5 75 feet outside channel limit.		FI G 2.5 ^s		4	Green.	
6640	- Lighted Buoy 6 75 feet outside channel limit.		Q R		4	Red.	
6645	Tail Of The Horseshoe Shoal Lighted Bell Buoy 2T		FI R 4 ^s		4	Red.	

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(1) No.	(2) Name and location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
CHESAPEAKE BAY (Virginia) - Fifth District							
N/W CHESAPEAKE BAY ENTRANCE (Chart 12221)							
Chesapeake Channel							
6650	- Lighted Buoy 7 75 feet outside channel limit.		Q G		4	Green.	
6660	- Lighted Buoy 9		FI G 4^s		4	Green.	
6665	- Lighted Buoy 10		FI R 4^s		4	Red.	
6667	- Lighted Buoy 11		Q G		4	Green.	
6669	- Lighted Bell Buoy 12		Q R		4	Red.	
6670	- TUNNEL SOUTH LIGHT		F G	22	6	Mounted atop wall on centerline.	BELL: 1 stroke ev 10 ^s Operates during periods of low visibility only. Ra ref. Private aid.
6675	- TUNNEL NORTH LIGHT		F R	22	6	Mounted atop wall on centerline.	HORN: 1 blast ev 20 ^s (2 ^s bl). Operates during periods of low visibility only. Private aid.
6677	- Lighted Buoy 13		FI G 4^s		4	Green.	
6679	- Lighted Buoy 14		FI R 4^s		4	Red.	
6680	- Lighted Bell Buoy 15 75 feet outside channel limit.		Q G		4	Green.	
6685	- Lighted Buoy 16 75 feet outside channel limit.		Q R		4	Red.	
6688	- Lighted Buoy 18		FI R 2.5s		5	Red.	
6690	- Junction Lighted Gong Buoy CY 75 feet outside channel limit.		FI (2+1) G 6^s		5	Green and red bands.	
6695	- Lighted Buoy 19 75 feet outside channel limit.		FI G 4^s		4	Green.	
6700	- Lighted Buoy 20 75 feet outside channel limit.		FI R 4s		4	Red.	
6705	- Lighted Bell Buoy 22 75 feet outside channel limit.		Q R		4	Red.	
6710	- Lighted Buoy 23 75 feet outside channel limit.		Q G		4	Green.	
6715	- Lighted Buoy 24 75 feet outside channel limit.		FI R 2.5^s		4	Red.	

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(1) No.	(2) Name and location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
CHESAPEAKE BAY (Virginia) - Fifth District							
N/W CHESAPEAKE BAY ENTRANCE (Chart 12221)							
Chesapeake Channel							
6720	- Lighted Buoy 25 75 feet outside channel limit.		FI G 4 ^s		4	Green.	
6725	- Lighted Buoy 26 75 feet outside channel limit.		FI R 4 ^s		4	Red.	
6730	- Lighted Buoy 28 75 feet outside channel limit.		Q R		4	Red.	
6735	- Lighted Buoy 29 75 feet outside channel limit.		Q G		4	Green.	
6740	- Lighted Buoy 30 75 feet outside channel limit.		FI R 2.5 ^s		4	Red.	
6745	- Lighted Buoy 31 75 feet outside channel limit.		FI G 4 ^s		4	Green.	
6750	- Lighted Buoy 32 75 feet outside channel limit.		FI R 4 ^s		4	Red.	
6755	- Calibration Buoy	37 12.3 76 08.5				White with green band.	Maintained by U.S. Army Corps of Engineers.
6770	- Lighted Buoy 33 75 feet outside channel limit.		FI G 6 ^s		4	Green.	
6775	- Lighted Buoy 34 75 feet outside channel limit.		FI R 6 ^s		4	Red.	
6780	- Lighted Buoy 35 75 feet outside channel limit.		FI G 4 ^s		4	Green.	
6785	- Lighted Buoy 36 75 feet outside channel limit.		FI R 4 ^s		4	Red.	
6787	- Lighted Buoy 37 75 feet outside channel limit.		FI G 2.5 ^s		5	Green.	
6788	- Lighted Buoy 38 75 feet outside channel limit.		FI R 2.5 ^s		5	Red.	
6789	- Lighted Buoy 40		FI R 4 ^s		5	Red.	Replaced by nun when endangered by ice.
6790 19585	OLD PLANTATION FLATS LIGHT	37 13.8 76 02.8	FI W 4 ^s	39	7	NB on pile.	Higher intensity beam toward 200°.

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(1) No.	(2) Name and location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
CHESAPEAKE BAY (Virginia) - Fifth District							
N/W WOLF TRAP TO SMITH POINT (Chart 12225)							
Chesapeake Channel							
6800	Wolf Trap Light	37 23.4 76 11.4	Fl W 15^s	52	11	Octagonal red brick dwelling, square tower on brown cylinder.	
6805	<i>Wolf Trap Degaussing Lighted Bell Buoy WT2</i> 150 yards west of obstruction.	37 24.2 76 03.7	Q R		3	Red.	
6808	- <i>Lighted Buoy 41</i>		Fl G 4^s		4	Green.	
6810	- <i>Lighted Gong Buoy 42</i>	37 25.6 76 05.1	Fl R 4^s		5	Red.	
6820	- <i>Mid Channel Lighted Whistle Buoy CB</i>	37 30.0 76 02.6	Mo (A) W		6	Red and white stripes.	Replaced by nun when endangered by ice.
6821	RAPPAHANNOCK SHOAL CHANNEL SOUTH RANGE FRONT LIGHT	37 32.3 76 00.9	F W	31		Red monopod with white equipment hut on top.	
6821 1	RAPPAHANNOCK SHOAL CHANNEL SOUTH RANGE REAR LIGHT 7,300 yards, 140° from front light.		F W	220		Skeleton tower on caisson.	
6822	- <i>Lighted Buoy 43</i>		Fl G 2.5s		5	Green.	Replaced by can when endangered by ice.
6823	- <i>Lighted Buoy 44</i>		Fl R 2.6s		5	Red.	Replaced by nun when endangered by ice.
6823.5	- <i>Lighted Buoy 45</i>		Fl G 2.5^s		4	Green.	Replaced by can when endangered by ice.
6824	- <i>Lighted Bell Buoy 46</i>		Q R		4	Red.	Replaced by nun when endangered by ice.
6824 5	- <i>Lighted Buoy 47</i>		Q G		4	Green.	Replaced by can when endangered by ice.
6825	STINGRAY POINT LIGHT	37 33.7 76 16.2	Fl W 4^s	34	8	NG on pile.	
6830	WINDMILL POINT LIGHT	37 35.8 76 14.2	Fl W 6^s (2 R sectors)	31	W 8 R 6	NR on pile.	Red from 293° to 082° and from 091.5° to 113°.
6835 13475	<i>Rappahannock River Junction Lighted Bell Buoy R</i>	37 33.6 76 10.3	Fl (2+1) G 6^s		4	Green and red bands.	
6836	<i>Rappahannock Dumping Ground Lighted Buoy A</i>		Fl Y 4^s			Yellow.	
6837	<i>Rappahannock Dumping Ground Lighted Buoy B</i>		Fl Y 2.5^s			Yellow.	
6838	<i>Rappahannock Dumping Ground Lighted Buoy C</i>		Fl Y 6^s			Yellow.	

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(1) No.	(2) Name and location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
CHESAPEAKE BAY (Maryland) - Fifth District							
N/W SANDY POINT TO SUSQUEHANNA RIVER (Chart 12273)							
Harbor North Channel							
Aberdeen Restricted Area							
8295	- Buoy 5					Green can.	Maintained from Apr. 1 to Nov. 15. Private aid.
8300	- Buoy 6					Red nun.	Maintained from Apr. 1 to Nov. 15. Private aid.
8305	- Buoy 7					Green can.	Maintained from Apr. 1 to Nov. 15. Private aid.
8310	- Buoy 8					Red nun.	Maintained from Apr. 1 to Nov. 15. Private aid.
Elk River Channel							
8313	- Lighted Buoy 21		FI G 4 ^s		4	Green.	Replaced by LIB of lower intensity from Dec. 1 to Mar. 15.
8315	- Lighted Buoy 22 75 feet outside channel limit.		FI R 4 ^s		4	Red.	Replaced by LIB of lower intensity from Dec. 1 to Mar. 15.
8317	BOHEMIA RIVER LIGHT 2	39 28.5 75 53.2	FI R 4 ^s	15	4	TR on pile.	
8318	Bohemia River Daybeacon 4					TR on pile.	
8319	Bohemia River Daybeacon 6					TR on pile.	
Back Creek Channel							
8325	- Lighted Buoy 24		FI R 2.5 ^s		4	Red.	Replaced by LIB of lower intensity from Dec. 1 to Mar. 15.
8330	- LIGHT 25		FI G 2.5 ^s	25	4	SG on pile.	
8335	- LIGHT 26		FI R 4 ^s	25	4	TR on pile.	
8337	- Lighted Buoy 27 30 feet outside channel limit.		FI G 4 ^s		5	Green.	Replaced by LIB of lower intensity from Dec. 1 to Mar. 15.
8339	- Lighted Buoy 28		FI R 2.5 ^s		5	Red.	Replaced by LIB of lower intensity from Dec. 1 to Mar. 15.

CHESAPEAKE BAY (Virginia) - Fifth District

**CAPE HENRY TO THIMBLE SHOAL LIGHT
(Chart 12254)**

Thimble Shoal Channel

Vessels drawing less than 25 feet are not permitted to use this channel.

8340	- Lighted Bell Buoy ITS	36 56.9 76 01.4	FI G 2.5 ^s		4	Green.
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(1) No.	(2) Name and location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
CHESAPEAKE BAY (Virginia) - Fifth District							
<div>N/W</div> <div>CAPE HENRY TO THIMBLE SHOAL LIGHT (Chart 12254)</div> <div>Thimble Shoal Channel</div> <div><i>Vessels drawing less than 25 feet are not permitted to use this channel.</i></div>							
8345	- Lighted Buoy 2		FI R 2.5 ^s		4	Red.	
8350	- Lighted Buoy 3		FI G 4 ^s		4	Green.	
8355	- Lighted Gong Buoy 4		FI R 4		4	Red.	
8360	- Lighted Bell Buoy 5		FI G 6 ^s		4	Green.	
8365	- Lighted Buoy 6		FI R 6 ^s		4	Red.	
8370	- Lighted Buoy 7		FI G 2.5 ^s		4	Green.	
8375	- Lighted Gong Buoy 8		FI R 2.5 ^s		4	Red.	
8380	THIMBLE SHOAL TUNNEL SOUTH LIGHT		F G	32		On wall.	BELL: 1 stroke ev 10 ^s . Operates during periods of low visibility only. Private aid.
8385	THIMBLE SHOAL TUNNEL NORTH LIGHT		F R	32		On wall.	HORN: 1 blast ev 20 ^s (2 ^s bl). Operates during periods of low visibility only. Private aid.
8390	- Lighted Bell Buoy 9		FI G 4 ^s		4	Green.	
8395	- Lighted Buoy 10		FI R 4 ^s		4	Red.	
8400	- Lighted Buoy 11		FI G 6 ^s		4	Green.	
8405	- Lighted Gong Buoy 12		FI R 6 ^s		4	Red.	
8410	- Lighted Bell Buoy 13		FI G 2.5 ^s		4	Green.	
8415	- Lighted Buoy 14		FI R 2.5 ^s		4	Red.	
8420	- Lighted Buoy 15		FI G 4 ^s		4	Green.	
8425	- Lighted Gong Buoy 16		FI R 4 ^s		4	Red.	
<div>CHESAPEAKE BAY - THIMBLE SHOAL CHANNEL (Chart 12245)</div> <div>Thimble Shoal Channel</div> <div><i>Vessels drawing less than 25 feet are not permitted to use this channel.</i></div>							
8430	- Lighted Gong Buoy 17		FI G 2.5 ^s		4	Green.	
8435	- Lighted Buoy 18		Q R		4	Red.	
8440	- Lighted Buoy 19		Q G		4	Green.	

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(1) No.	(2) Name and location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
CHESAPEAKE BAY (Virginia) - Fifth District							
N/W CHESAPEAKE BAY - THIMBLE SHOAL CHANNEL (Chart 12245)							
Thimble Shoal Channel							
<i>Vessels drawing less than 25 feet are not permitted to use this channel.</i>							
8450	Thimble Shoal Light	37 00.9 76 14.4	Iso W 6^s	55	13	Red conical tower on brown cylindrical pier.	HORN: 1 blast ev 30 ^s (3 ^s bl). Operates continuously.
8455	- Lighted Bell Buoy 21		Q G		4	Green.	
8460	- Lighted Buoy 22	37 00.1 76 17.9	Q R		4	Red.	
Naval Ordnance							
8475	- Buoy F					Orange and white bands; sphere.	Maintained by U.S. Navy.
8480	- Buoy G					Orange and white bands; sphere.	Maintained by US. Navy.
8485	- Buoy H					Orange and white bands; sphere.	Maintained by U.S. Navy
8490	- Buoy K					Orange and white bands; sphere.	Maintained by U.S. Navy.
8495	- Buoy L					Orange and white bands; sphere.	Maintained by U.S. Navy.
8500	- Buoy M					Orange and white bands; sphere.	Maintained by U.S. Navy.
8505	- Lighted Buoy P	37 00.3 76 17.0	Fl Y 4^s		6	Yellow.	
8510	- Lighted Buoy R		Fl Y 4^s		6	Yellow.	
8515	- Lighted Buoy T		Fl Y 4^s		6	Yellow.	
8517	NORFOLK ENTRANCE REACH RANGE FRONT LIGHT	37 00.7 76 17.1	Occ W 4^s	20		On platform on four pile structure.	Lighted throughout 24 hours.
8518	NORFOLK ENTRANCE REACH RANGE REAR LIGHT 960 yards, 045° from front light.		F W	58		On platform on four pile structure.	Lighted throughout 24 hours.
HAMPTON ROADS (Chart 12245)							
Hampton Bar							
8520	Old Point Comfort Light	37 00.1 76 18.4	Fl (2) R 12^s (W sector) 2 ^s fl 2 ^s ec 2 ^s fl 6 ^s ec	54	W 16 R 14	White tower.	White from 265° to 038°. Emergency light of reduced intensity will be displayed when main light is inoperative.
8525	FORT WOOL LIGHT	36 59.2 76 18.2	Fl W 4^s	25	8	On small gray house.	
8530	- Buoy 14					Red nun.	

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(1) No.	(2) Name and location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
CHESAPEAKE BAY (Virginia) - Fifth District							
N/W JAMESTOWN ISLAND TO JORDAN POINT (Chart 12251)							
James River							
11400	- CHANNEL LIGHT 124 190 feet outside channel limit.	37 20.0 77 16.4	FI R 4 ^s	18	4	TR on dolphin.	
11405	- Channel Lighted Buoy 126	37 20.4 77 16.2	FI R 4 ^s		4	Red.	
11410	- LIGHT 127		FI G 2.5 ^s	15	3	SG on pile.	
11415	- Lighted Buoy 128 300 feet outside channel limit.	37 20.7 77 16.1	FI R 4 ^s		4	Red.	
11420	- LIGHT 132	37 21.2 77 16.5	FI R 4 ^s	24	3	TR on pile.	
11425	- LIGHT 133		FI G 4 ^s	20	4	SG on pile.	
11430	- OBSTRUCTION LIGHT A	37 21.1 77 17.1	F W	15		On dolphin.	Private aid.
11435	- LIGHT 135		FI G 2.5 ^s	16	3	SG on pile.	
11440	- LIGHT 137		FI G 4 ^s	18	4	SG on pile.	
11445	- Channel Lighted Buoy 138	37 21.8 77 18.4	FI R 4 ^s		3	Red.	
11450	- LIGHT 139		FI G 6 ^s	18	4	SG on pile.	
11455	- Channel Lighted Buoy 140	37 22.1 77 18.5	FI R 4 ^s		3	Red.	
11460	- LIGHT 143		FI G 4 ^s	16	4	SG on pile.	
11465	- LIGHT 144		FI R 4 ^s	16	3	TR on dolphin.	
11470	- LIGHT 146		FI R 4 ^s	15	3	TR on pile.	
11475	- LIGHT 147		FI G 4 ^s	16	4	SG on pile.	
11480	- LIGHT 150		FI R 4 ^s	18	3	TR on pile.	
11485	DUTCH GAP LIGHT	37 22.5 77 21.5	Q W			On dolphin.	Private aid.
11490	- LIGHT 151		Q G	15	3	SG on pile.	
11495	- LIGHT 152	37 22.7 77 21.7	FI R 4 ^s	19	3	TR on pile.	
11497	- LIGHT 152A		FI R 2.5 ^s	18	3	TR on pile.	
11500	- LIGHT 154		FI R 4 ^s	15	3	TR on dolphin.	
11505	VIRGINIA POWER WHARF LIGHT	37 22.9 77 22.7	FI G 11 ^s	11		On wharf.	Private aid.
11510	Virginia Power Turning Basin Daybeacon					On black and white striped pile.	Private aid.
11515	- LIGHT 155		Q G	18	3	SG on pile.	

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(1) No.	(2) Name and location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
CHESAPEAKE BAY (Virginia) - Fifth District							
N/W							
JAMESTOWN ISLAND TO JORDAN POINT (Chart 12251)							
James River							
11517	- LIGHT 155A		FI G 2.5 ^s	18	3	SG on pile.	
11520	- LIGHT 156		Q R	18	3	TR on pile.	
11525	- LIGHT 157		FI G 4 ^s	18	4	SG on pile.	
11530	- LIGHT 158		FI R 4 ^s	18	3	TR on pile.	
11535	- LIGHT 160		Q R	18	3	TR on pile.	
11540	- LIGHT 161		FI G 4 ^s	18	3	SG on pile.	
11545	- Channel Lighted Buoy 162	37 25.3 77 25.1	FI R 2.5 ^s		4	Red.	
11550	EXXON PIER LIGHTS	37 25.4 77 25.5	(3) F G	12		On pile.	Private aids.
11555	- LIGHT 163		FI G 4 ^s	18	4	SG on pile.	
11560	- LIGHT 165	37 26.2 77 25.7	FI G 4 ^s	20	4	SG on pile.	
11565	- LIGHT 166		FI R 4 ^s	18	3	TR on pile.	
11570	- LIGHT 168		FI R 4 ^s	18	3	TR on pile.	
11575	- Channel Buoy 169					Green can.	
11580	- Channel Buoy 171					Green can.	
11585	- Channel Buoy 172					Red nun.	
11590	- LIGHT 173		FI G 4 ^s	15	4	SG on pile.	
CAPE CHARLES TO NORFOLK HARBOR (Chart 12222)							
Chesapeake Bay							
11595	Horseshoe Crossing Lighted Bell Buoy HC	37 01.3 76 08.9	Ma (A) W		6	Red and white stripes with red spherical topmark.	
11600	BUCKROE BEACH FISHING PIER LIGHT	37 02.3 76 17.3	F W	16		White circular daymark on white structure.	Private aid.
Salt Ponds							
11610	- Buoy 1					Green can.	Private aid.
11615	- Daybeacon 2					TR on pile.	Private aid.
11620	- Daybeacon 3					SG on pile.	Private aid.
11625	- Daybeacon 4					TR on pile.	Private aid.
11630	- Daybeacon 5					SG on pile.	Private aid.
11635	- LIGHT 6	37 03.7 76 16.7	FI R 4 ^s	19		TR on pile.	Private aid.
11640	- LIGHT 7	37 03.8 76 17.0	FI G 2.5 ^s			SG on pile.	Private aid.

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(1) No.	(2) Name and location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
CHESAPEAKE BAY (Virginia) - Fifth District							
N/W CAPE CHARLES TO NORFOLK HARBOR (Chart 12222)							
Salt Ponds							
11645	- Daybeacon 8					TR on pile.	Private aid.
11650	- Daybeacon 10					TR on pile.	Private aid.
11655	- Daybeacon 12					TR on pile.	Private aid.
11660	- Daybeacon 14					TR on pile.	Private aid.
11665	- Daybeacon 16					TR on pile.	Private aid.
11670	GRAND VIEW FISHING PIER LIGHT	37 04.4 76 16.6	F W	22			Private aid.
MOBJACK BAY AND YORK RIVER ENTRANCE (Chart 12238)							
Back River							
11675	- Entrance Lighted Bell Buoy 1	37 05.6 76 15.0	FI G 4 ^s		4	Green.	
11680	- Channel Daybeacon 2					TR on pile.	
11685	- CHANNEL LIGHT 4		FI R 4 ^s	17	3	TR on pile.	
11690	- CHANNEL LIGHT 5		FI G 4 ^s	19	4	SG on pile.	
11695	- Channel Daybeacon 6					TR on pile.	
11700	- CHANNEL LIGHT 7		FI G 4 ^s	15	4	SG on pile.	
11705	- CHANNEL LIGHT 8		FI R 4 ^s	14	3	TR on pile.	Light equipment removed from Dec. 1 to Mar. 15.
11710	- CHANNEL LIGHT 9	37 06.6 76 17.6	FI G 4 ^s	19	4	SG on pile.	
11715	- South Channel Daybeacon 1					SG on pile.	
11720	- South Channel Daybeacon 3					SG on pile.	
Dandy Haven Marina Entrance							
11725	- Daybeacon 1	37 06.0 76 18.1				SB on pile.	Private aid.
11730	- Daybeacon 2					TR on pile.	Private aid.
11735	- Daybeacon 3					SB on pile.	Private aid.
11740	- Daybeacon 4					TR on pile.	Private aid.
11745	- Daybeacon 5					SB on pile.	Private aid.
11750	- Daybeacon 6					TR on pile.	Private aid.
11755	- Daybeacon 7					SB on pile.	Private aid.
11760	- Daybeacon 8					TR on pile.	Private aid.
11765	- Daybeacon 9					SB on pile.	Private aid.

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(1) No.	(2) Name and location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
CHESAPEAKE BAY (Virginia) – Fifth District							
N/W							
MOBJACK BAY AND YORK RIVER ENTRANCE (Chart 12238)							
Back River							
Dandy Haven Marina Entrance							
11770	- Daybeacon 10					TR on pile.	Private aid.
11775	- Daybeacon 11					SB on pile.	Private aid.
11780	- Daybeacon 12					TR on pile.	Private aid.
Back River							
11785	- Channel Daybeacon 10					TR on pile.	
11790	- Channel Daybeacon 12					TR on pile.	
11795	- CHANNEL LIGHT 13		FI G 4^s	15	4	SG on pile.	
11800	- Channel Daybeacon 14					TR on pile.	
11805	- Channel Daybeacon 16					TR on pile.	
Harris River Approach							
11810	- Daybeacon 2	37 06.1 76 19.0				TR on pile.	Private aid.
11815	- Daybeacon 3					SB on pile.	Private aid.
11820	- Daybeacon 4					TR on pile.	Private aid.
11825	- Daybeacon 5					SB on pile.	Private aid.
11830	- Daybeacon 6					TR on pile.	Private aid.
11835	- Daybeacon 8					TR on pile.	Private aid.
Back River							
11840	- CHANNEL LIGHT 17		FI G 2.5^s	14	3	SG on pile.	Light equipment removed from Dec. 1 to Mar. 15.
11845	- CHANNEL LIGHT 18		Q R	14	4	TR on pile.	
11850	- Channel Daybeacon 20					TR on pile.	
11855	- CHANNEL LIGHT 21		FI G 4^s	14	4	SG on pile.	
11860	- CHANNEL LIGHT 22		FI R 4^s	14	3	TR on pile.	Light equipment removed from Dec. 1 to Mar. 15.
11865	- CHANNEL LIGHT 25		FI G 2.5^s	15	4	SG on pile.	
11870	- CHANNEL LIGHT 27		FI G 4^s	12	4	SG on pile.	Light equipment removed from Dec. 1 to Mar. 15.
11875	Langley Yacht Club Buoy A	37 04.8 76 20.5				White can with orange bands and orange circle worded NO WAKE.	Private aid.
11880	Langley Yacht Club Buoy B					White can with orange bands and orange circle worded NO WAKE.	Private aid.

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CHESAPEAKE BAY (Virginia) - Fifth District							
N/W MOBJACK BAY AND YORK RIVER ENTRANCE (Chart 12238)							
Back River							
11885	- NORTHWEST BRANCH LIGHT 1		FI G 2.5 ^s	14	3	SG on pile.	Light equipment removed when endangered by ice.
11890	- NORTHWEST BRANCH LIGHT 3		FI G 4 ^s	14	4	SG on pile.	Light equipment removed when endangered by ice.
11895	- Northwest Branch Daybeacon 4					TR on pile.	
11900	- Northwest Branch Daybeacon 5					SG on pile.	
11905	- Northwest Branch Daybeacon 6					TR on pile.	
Paquoson River							
11910	- Entrance Lighted Buoy 2	37 13.5 76 19.5	FI R 4 ^s		3	Red.	
11915	- Entrance Buoy 4					Red nun.	
11920	- Entrance Lighted Buoy 6		FI R 4 ^s		4	Red.	
11925	- Entrance Buoy 8					Red nun.	
11930	- Entrance Lighted Buoy 10		FI R 2.5 ^s		3	Red.	
11935	- ENTRANCE LIGHT 11		FI G 4 ^s	15	4	SG on dolphin.	
11940	- Daybeacon 13					SG on pile.	
11945	- LIGHT 14		FI R 4 ^s	16	4	TR on pile.	Light equipment removed from Dec. 1 to Mar. 15.
11950	Chisman Creek Daybeacon 2					TR on pile.	
11955	Chisman Creek Daybeacon 4	37 10.8 76 24.5				TR on pile.	
11960	Chisman Creek Daybeacon 5					SG on pile.	
11965	GOOSE CREEK JUNCTION LIGHT GC	37 11.1 76 25.4	FI (2+1) R 6 ^s	15	4	JR on pile.	Light equipment removed from Dec. 1 to Mar. 15.
11970	Chisman Creek Daybeacon 6					TR on pile.	
11975	Goose Creek Daybeacon 2					TR on pile.	
11980	- LIGHT 15		FI G 2.5 ^s	15	4	SG on pile.	Light equipment removed from Dec. 1 to Mar. 15.
11985	- Daybeacon 16					TR on pile.	
11990	- Daybeacon 17					SG on pile.	
11995	Quarter March Creek Entrance Daybeacon 2					TR on pile.	

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(1) No.	(2) Name and location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
CHESAPEAKE BAY (Virginia) - Fifth District							
	N/W						
	MOBJACK BAY AND YORK RIVER ENTRANCE						
	(Chart 1223B)						
	Poquoson River						
12000	Quarter March Creek Daybeacon 4					TR on pile.	
	Bennett Creek						
12005	- Daybeacon 1	37 09.7 76 22.8				SG on pile.	
12010	- LIGHT 2		FI R 4 ^s	15	4	TR on pile.	Light equipment removed from Dec. 1 to Mar. 15.
12015	- Daybeacon 4					TR on pile.	
12020	- Daybeacon 6					TR on pile.	
12025	- Daybeacon 8					TR on pile.	
12030	- LIGHT 10		FI R 4 ^s	19	4	TR on pile.	
12035	White House Cove Daybeacon 1	37 08.7 76 22.4				SG on pile.	
12040	White House Cove Daybeacon 1A	37 08.6 76 22.6		15		SG on pile.	
12045	White House Cove Daybeacon 2					TR on pile.	
12050	POQUOSON RIVER MARINA PIER LIGHTS	37 08.5 76 22.8	(3) F W	8			Private aids.
	Goodwin Tharofare						
12055	- LIGHT 2	37 12.3 76 22.9	FI R 2.5 ^s	18	4	TR on pile.	Light equipment removed when endangered by ice.
12060	- LIGHT 3	37 12.6 76 23.4	FI G 4 ^s	18	4	SG on dolphin.	
12065	- LIGHT 4		FI R 4 ^s	18	3	TR on dolphin.	
12070	- Daybeacon 5					SG on pile.	
12075	- Daybeacon 7					SG on pile.	
12080	- Daybeacon 8					TR on pile.	
12085	- CHANNEL LIGHT 10		FI R 4 ^s	19	4	TR on pile.	
12090	- CHANNEL LIGHT 12		FI R 4 ^s	15	3	TR on pile.	
12095	- CHANNEL LIGHT 13		FI G 4 ^s	15	4	SG on pile.	
12100	- Channel Daybeacon 14					TR on pile.	
12105	- Channel Daybeacon 15					SG on pile.	
12110	- CHANNEL LIGHT 16		FI R 4 ^s	14	4	TR on pile.	Light equipment removed when endangered by ice.

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(1) No.	(2) Name and location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
CHESAPEAKE BAY (Virginia) - Fifth District							
N/W							
MOBJACK BAY AND YORK RIVER ENTRANCE (Chart 12238)							
Back Creek							
12115	- Daybeacon 1	37 12.6 76 24.8				SG on pile.	
12120	- Daybeacon 2					TR on pile.	
12125	- Daybeacon 3					SG on pile.	
CHESAPEAKE BAY ENTRANCE (Chart 12221)							
York River							
<i>Entrance channel buoys located 75 feet outside channel limit.</i>							
12130	- Entrance Channel Lighted Gong Buoy 2	37 07.4 76 09.2	FI R 4 ^s		4	Red.	
12135	- Entrance Channel Lighted Buoy 1YR		FI G 4 ^s		4	Green.	
12140	- Entrance Channel Buoy 3					Green can.	
12145	- Entrance Channel Buoy 4					Red nun.	
12150	- Entrance Channel Lighted Buoy 5		FI G 4 ^s		4	Green.	
12155	- Entrance Channel Lighted Buoy 6		FI R 4 ^s		4	Red.	
12160	- Entrance Channel Buoy 7					Green can.	
12165	- Entrance Channel Buoy 8					Red nun.	
12170	- Entrance Channel Lighted Buoy 9	37 10.3 76 13.9	FI G 4 ^s		4	Green.	
12175	- Entrance Channel Lighted Buoy 10		FI R 4 ^s		4	Red.	
12180	- Entrance Channel Buoy 11					Green can.	
12185	- Entrance Channel Buoy 12					Red nun.	
12190	YORK SPIT LIGHT	37 12.6 76 15.3	FI W 6 ^s	30	8	NR on pile.	
12195	- Entrance Channel Lighted Buoy 13		FI G 4 ^s		4	Green.	
12200	- Entrance Channel Lighted Buoy 14		FI R 4 ^s		4	Red.	
12205	- Entrance Channel Buoy 15					Green can.	

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(1) No.	(2) Name and location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
CHESAPEAKE BAY (Virginia) - Fifth District							
N/W							
CHESAPEAKE BAY ENTRANCE (Chart 12221)							
York River							
<i>Entrance channel buoys located 75 feet outside channel limit.</i>							
12210	- Entrance Channel Buoy 16					Red nun.	
12215	- Entrance Channel Lighted Buoy 17		FI G 4^s		4	Green.	
12220	- Entrance Channel Lighted Gong Buoy 18		Q R		4	Red.	
12225	York Spit Warning Daybeacon					NW on pile worded DANGER SHOAL.	
YORK RIVER - YORKTOWN AND VICINITY (Chart 12241)							
York River							
12230	- Lighted Bell Buoy 21		FI G 4^s		4	Green.	Replaced by can when endangered by ice.
12235	- Lighted Bell Buoy 22		Q R		4	Red.	
12240	TUE MARSHES LIGHT	37 14.1 76 23.2	FI W 6^s	41	8	NG on pile.	
Perrin River							
12245	- Junction Lighted Buoy PR	37 14.8 76 23.5	FI (2+1) R 6^s		3	Red and green bands.	
12250	- Entrance Buoy 2					Red nun.	
12255	- ENTRANCE LIGHT 4		FI R 4^s	19	3	TR on pile.	
12260	- Entrance Daybeacon 6					TR on pile.	
12265	- ENTRANCE LIGHT 7		FI G 4^s	19	4	SG on pile.	
12270	- ENTRANCE LIGHT 8	37 15.6 76 25.2	FI R 4^s	19	3	TR on pile.	
12275	- Entrance Daybeacon 9					SG on pile.	
12280	- Daybeacon 11					SG on pile.	
York River							
12285	- RANGE FRONT LIGHT	37 13.6 76 29.3	Q W	11		KRG on small white house on pile structure.	
12290	- RANGE REAR LIGHT 575 yards, 258° from front light.		Iso W 6^s	65	13	KRG on skeleton tower.	
12295	- Buoy 24					Red nun.	
12300	- Buoy 23					Green can.	

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CHESAPEAKE BAY (Virginia) - Fifth District							
N/W							
YORKTOWN TO WEST POINT (Chart 12243)							
York River							
Queen Creek							
12520	- Daybeacon 7					SG on pile.	
12525	- Daybeacon 8					TR on pile.	
12530	- Daybeacon 10					TR on pile.	
12535	- Daybeacon 11					SG on pile.	
12538	- Daybeacon 12					TR on pile.	
12540	- Daybeacon 13					SG on pile.	
12543	- Daybeacon 14					TR on pile.	
12544	- Daybeacon 15					SG on pile.	
12545	- Daybeacon 15A					SG on pile.	
12550	- Daybeacon 16					TR on pile.	
12555	- Daybeacon 18					TR on pile.	
12560	- Daybeacon 20					TR on pile.	
York River							
12565	Cedarbush Creek Daybeacon 2	37 18.6 76 33.9				TR on pile.	
12570	PAGES ROCK LIGHT Off rock.	37 18.7 76 35.2	FI W 6 ^s	43	8	NR on skeleton tower.	
12575	- Channel Buoy 35					Green can.	
Aberdeen Creek							
12580	- ENTRANCE LIGHT 2	37 20.1 76 36.1	FI R 4 ^s	15	5	TR on pile.	
12585	- LIGHT 3		FI G 4 ^s	15	4	SG on pile.	
12590	- Daybeacon 5					SG on pile.	
12595	- Daybeacon 7					SG on pile.	
12600	- Daybeacon 9					SG on pile.	
12605	- Daybeacon 11					SG on pile.	
York River							
12610	- Channel Buoy 37					Green can.	
12615	Carter Creek Entrance Daybeacon 2					TR on pile.	
12620	- LIGHT 39		FI G 4 ^s	14	5	SG on pile.	
12625	- Channel Buoy 41					Green can.	
12630	- LIGHT 42		FI R 4 ^s	15	5	TR on pile.	

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CHESAPEAKE BAY (Virginia) - Fifth District							
N/W YORKTOWN TO WEST POINT (Chart 12243)							
York River							
12635	- Channel Buoy 43					Green can.	
12640	- Channel Buoy 44					Red nun.	
Croaker Landing							
12645	- Daybeacon 1	32 25.7 76 43.4				SG on pile.	Private aid.
12650	- Daybeacon 2					TR on pile.	Private aid.
12655	- Daybeacon 3					SG on pile.	Private aid.
12660	- Daybeacon 4					TR on pile.	Private aid.
York River							
12665	- LIGHT 46		FI R 4 ^s	15	5	TR on pile.	
12670	- Channel Buoy 47					Green can.	
12675	BELLS ROCK LIGHT		FI W 4 ^s (R sector)	40	W 8 R 6	NR on white skeleton tower on piles.	Red from 120° to 329°.
12680	- Channel Buoy 49					Green can.	
12685	- Channel Buoy 50					Red nun.	
12690	- LIGHT 51		FI G 4 ^s	14	5	SG on pile.	
12695	- Channel Buoy 53					Green can.	
12700	- Channel Buoy 54					Red nun.	
12705	- Channel Buoy 55					Green can.	
12710	- Channel Buoy 57					Green can.	
12715	West Point Spit Junction Buoy					Red and green bands; nun.	
12720	- Channel Buoy 59					Green can.	
12725	- Channel Buoy 61					Green can.	
MOBJACK BAY AND YORK RIVER ENTRANCE (Chart 12238)							
Mobjack Bay							
12730	NEW POINT COMFORT SPIT LIGHT 2		FI R 2.5 ^s	18	4	TR on pile.	Light equipment removed when endangered by ice.
12735	NEW POINT COMFORT SPIT LIGHT 4		FI R 4 ^s	15	5	TR on dolphin.	
York Spit Swosh Channel							
12740	- Daybeacon 1					SG on pile.	
12745	- Daybeacon 2					TR on pile.	

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(1) No.	(2) Name and location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
CHESAPEAKE BAY (Virginia) - Fifth District							
N/W							
MOBJACK BAY AND YORK RIVER ENTRANCE (Chart 12238)							
Mobjack Bay							
Yark Spit Swash Channel							
12750	- LIGHT 3	37 15.7 76 20.0	FI G 4 ^s	15	4	SG on pile.	
12755	- Daybeacon 5					SG on pile.	
12760	DUTCHMAN POINT LIGHT 6		FI R 4 ^s	15	5	TR on dolphin.	
Davis Creek							
12765	- CHANNEL LIGHT 1	37 19.2 76 18.0	FI G 4 ^s	15	4	SG on dolphin.	
12770	- CHANNEL LIGHT 2		FI R 4 ^s	14	3	TR on dolphin.	
12775	- Channel Daybeacon 4					TR on pile.	
12780	- CHANNEL LIGHT 6		FI R 4 ^s	15	3	TR on dolphin.	
12785	- CHANNEL LIGHT 8		Q R	15	3	TR on pile.	
12790	- CHANNEL LIGHT 10		FI R 4 ^s	14	4	TR on pile.	
12795	Pepper Creek Daybeacon 1	37 20.0 76 19.6				SG on pile.	
12800	Pepper Creek Daybeacon 2					TR on pile.	
East River							
12805	- ENTRANCE LIGHT 1 On south end of shoal.	37 21.3 76 21.1	FI G 4 ^s	15	4	SG on dolphin.	Light equipment removed when endangered by ice.
12810	- Daybeacon 2					TR on pile.	
12815	- LIGHT 3		FI G 4 ^s	16	3	SG on slatted pile structure.	
12820	Mobjack Marina Channel Daybeacon 1	37 22.7 76 20.6				SG on pile.	
12825	Mobjack Marina Channel Daybeacon 3	37 22.7 76 20.7				SG on pile.	
12830	- LIGHT 5		Q G	15	4	SG on pile.	
12835	- LIGHT 9		FI G 4 ^s	15	4	SG on pile.	Obscured from 120° to 180°.
12840	- Daybeacon 7					SG on pile.	
12845	- Daybeacon 11					SG on pile.	
12850	- Daybeacon 13					SG on pile.	
12855	- Daybeacon 15					SG on pile.	
12860	- Daybeacon 17					SG on pile.	
12865	- Daybeacon 18					TR on pile.	

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CHESAPEAKE BAY (Virginia) - Fifth District							
N/W							
MOBJACK BAY AND YORK RIVER ENTRANCE (Chart 12238)							
Mobjack Bay							
Browns Bay							
12870	- LIGHT 1	37 18.1 76 22.9	Fl G 4 ^s	16	4	SG on slatted pile structure.	Light equipment removed when endangered by ice.
12875	- Entrance Daybeacon 2					TR on pile.	
12880	- LIGHT 3		Fl G 4 ^s	12	4	SG on pile.	Light equipment removed from Dec. 1 to Mar. 15.
12885	- LIGHT 4		Fl R 4 ^s	12	3	TR on pile.	
Seyvern River							
12890	- JUNCTION LIGHT SR	37 20.2 76 23.7	Fl (2+1) R 6 ^s	16	4	JR on pile.	
12895	- LIGHT 1		Fl G 4 ^s	16	4	SG on pile.	Light equipment removed when endangered by ice.
12897	- Daybeacon 2					TR on pile.	
12900	- LIGHT 3		Fl G 4 ^s	16	4	SG on slatted pile structure.	
12905	- Daybeacon 5					SG on pile.	
Southwest Branch							
12910	- Daybeacon 1					SG on pile.	
12915	- Daybeacon 2					TR on pile.	
12920	- Daybeacon 3					SG on pile.	
12925	- Daybeacon 4					TR on pile.	
12930	Rowes Creek Daybeacon 2					TR on pile.	Private aid.
12935	Rowes Creek Daybeacon 3					SG on pile.	Private aid.
12940	Rowes Creek Range Marker					KRW on pile.	Private aid.
Ware River							
12945	- Daybeacon 2					TR on pile.	
12950	- LIGHT 3		Fl G 2.5 ^s	15	4	SG on pile.	
12955	- Daybeacon 5					SG on pile.	
12960	- LIGHT 6		Q R	16	4	TR on dolphin.	
12965	- Daybeacon 7					SG on pile.	
12970	- LIGHT 9		Fl G 6 ^s	15	4	SG on pile.	
12975	- Daybeacon 10					TR on pile.	
12980	- Daybeacon 11					SG on pile.	
12985	- Daybeacon 12					TR on pile.	

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CHESAPEAKE BAY (Virginia) - Fifth District							
N/W							
MOBJACK BAY AND YORK RIVER ENTRANCE							
(Chart 12238)							
Mobjack Bay							
North River							
12990	- ENTRANCE LIGHT 1	37 22.1 76 23.6	FI G 4 ^s	16	5	SG on dolphin.	
12995	BLACKWATER CREEK LIGHT 2		FI R 2.5 ^s		3	TR on pile.	
12996	Blackwater Creek Daybeacon 3					SG on pile.	
13000	- Daybeacon 3					SG on pile.	
13005	Green Mansion Cove Junction Daybeacon					JR on pile.	
13010	- LIGHT 5		FI G 4 ^s	16	3	SG on slatted pile structure.	
13015	- LIGHT 6		FI R 4 ^s	16	3	TR on slatted pile structure.	
13020	- Daybeacon 7					SG on pile.	
13025	Green Mansion Cove Daybeacon 2					TR on pile.	Private aid.
13030	Green Mansion Cove Daybeacon 3					SG on pile.	Private aid.
Horn Harbor							
13035	- ENTRANCE LIGHT HH	37 20.2 76 15.1	Mo (A) W	19	5	MR on pile.	
13040	- LIGHT 2		FI R 4 ^s	15	3	TR on house on cylindrical base.	
13045	- LIGHT 3		FI G 2.5 ^s	15	3	SG on pile.	
13052	- Daybeacon 4					TR on pile.	
13053	- LIGHT 5		Q G	14	3	SG on pile.	
13054	- Daybeacon 6					TR on pile.	
13055	- LIGHT 7		FI G 4 ^s	14	3	SG on pile.	
13060	- Daybeacon 7A					SG on pile.	
13065	- LIGHT 8		FI R 6 ^s	16	4	TR on dolphin.	
13070	- LIGHT 10		FI R 2.5 ^s	15	3	TR on dolphin.	
13075	- LIGHT 12		FI R 4 ^s	15	3	TR on pile.	
13080	- Daybeacon 14					TR on pile.	
13085	- LIGHT 16		FI R 6 ^s	15	4	TR on pile.	
13090	- Daybeacon 17					SG on pile.	
13095	- Daybeacon 18					TR on pile.	

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CHESAPEAKE BAY (Virginia) – Fifth District							
N/W							
MOBJACK BAY AND YORK RIVER ENTRANCE (Chart 12238)							
Horn Harbor							
13100	- Daybeacon 19					SG on pile.	
Winter Harbor							
13105	- CHANNEL LIGHT 1		Fl G 2.5 ^s	15	3	SG on pile.	
13110	- Channel Daybeacon 1A					SG on pile.	
13115	- CHANNEL LIGHT 3		Fl G 4 ^s	15	4	SG on pile.	
13120	- Channel Daybeacon 4					TR on pile.	
13125	- Channel Daybeacon 4A					TR on pile.	
13130	- Channel Daybeacon 6					TR on pile.	
13135	- Channel Daybeacon 8					TR on pile.	
13140	- Channel Daybeacon 10					TR on pile.	
13145	- Channel Daybeacon 12					TR on pile.	
13150	- Channel Daybeacon 14					TR on pile.	
13155	- Channel Daybeacon 16					TR on pile.	
RAPPAHANNOCK RIVER ENTRANCE (Chart 12235)							
Milford Haven							
13160	- East Lighted Buoy 1		Fl G 4 ^s		4	Green.	Remove from station when endangered by ice.
13165	- EAST LIGHT 3	37 27.2 76 12.7	Fl G 2.5 ^s	15	4	SG on pile.	Light equipment removed when endangered by ice.
13170	- EAST LIGHT 5		Fl G 4 ^s	15	5	SG on pile.	Light equipment removed when endangered by ice.
13175	- EAST LIGHT 6		Fl R 4 ^s	15	4	TR on pile.	
13180	- EAST LIGHT 8		Fl R 2.5 ^s	15	4	TR on pile.	
13185	- EAST LIGHT 9		Fl G 4 ^s	12	4	SG on pile.	Light equipment removed when endangered by ice.
13190	- EAST LIGHT 11		Fl G 2.5 ^s	12	4	SG on pile.	
13195	- East Daybeacon 12					TR on pile.	
13200	- EAST LIGHT 14		Q R	15	4	TR on pile.	
13202	- East Daybeacon 16					TR on pile.	
Stutts Creek							
13205	- Entrance Daybeacon 1					SG on pile.	
13210	- Entrance Daybeacon 2					TR on pile.	
13215	- Daybeacon 3					SG on pile.	

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CHESAPEAKE BAY (Maryland) - Fifth District							
N/W APPROACHES TO BALTIMORE HARBOR (Chart 1227B)							
Patapsco River							
Spring Garden Channel							
19450	- Daybeacon 2	39 15.6 76 37.1				TR on pile.	
19455	- Daybeacon 4					TR on pile.	
19460	- Daybeacon 6					TR on pile.	
Port Covington Basin							
19465	- Buoy 1					Green can.	
19470	PORT COVINGTON MOORING PLATFORM LIGHT	39 15.5 76 36.3	F R	12		On 20' X 30' mooring platform.	Private aid.
19475	- Buoy 3					Green can.	
19480	Elevator Channel Buoy 2					Red nun.	
19485	Elevator Channel Buoy 4					Red nun.	
Northwest Harbor							
19489	- Lighted Buoy 2NH 75 feet outside channel limit.		Q R		4	Red.	Replaced by nun when endangered by ice.
19495	- Lighted Buoy 3 75 feet outside channel limit.		Q G		3	Green.	Replaced by can when endangered by ice.
19496	- Lighted Buoy 5		Fl G 4 ^s		4	Green.	
19498	- Lighted Buoy 7		Q G		4	Green.	
19500	Navy Reserve Pier Buoy					Orange sphere.	Maintained by U.S. Navy.
19505	HUMBLE OIL COMPANY OBSTRUCTION LIGHT	39 16.5 76 34.5	F W	12		On dolphin.	Private aid.
19510	- Junction Lighted Buoy NH		Fl (2+1) R 6 ^s		4	Red and green bands.	
CHESAPEAKE BAY (Virginia) - Fifth District							
CHESAPEAKE BAY ENTRANCE (Chart 12221)							
North Channel							
19515	- Entrance Buoy 2	37 01.3 75 54.1				Red nun.	
19520	- Buoy 4					Red nun.	
19525	- Buoy 6					Red nun.	
19530	- Buoy 8					Red nun.	
19535	- Buoy 10					Red nun.	
19540	- Buoy 11					Green can.	
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CHESAPEAKE BAY (Virginia) - Fifth District							
N/W CHESAPEAKE BAY ENTRANCE (Chart 12221)							
North Channel							
19545	North Channel Bridge Fog Signals	37 05.3 75 59.2					HORN: 1 blast ev 20 ^s (2 ^s bl). Continuous. Private aid.
CAPE CHARLES TO WOLF TRAP (Chart 12224)							
Beach Channel							
19550	- Buoy 13					Green can.	
19555	Latimer Shoal Junction Buoy					Red and black bands; nun.	
19560	- Buoy 16					Red nun.	
19565 6205	VIRGINIA INSIDE PASSAGE LIGHT 270		FI R 2.5 ^s	18	4	TR on pile.	Light equipment removed from Dec. 1 to Mar. 15.
Kiptopeke Beach							
19570	- BREAKWATER SOUTH OBSTRUCTION LIGHT		FI W 5 ^s	14		Black skeleton tower.	Private aid.
19575	- BREAKWATER NORTH OBSTRUCTION LIGHT		FI W 5 ^s	14		Black skeleton tower.	Private aid.
19580	CHERRYSTONE CHANNEL LIGHT 2	37 12.1 76 01.6	FI R 2.5 ^s	18	4	TR on pile.	Higher intensity toward North Channel and up Cherrystone Channel. Light equipment removed from Dec. 1 to Mar. 15.
19585 6790	OLD PLANTATION FLATS LIGHT	37 13.8 76 02.8	FI W 4 ^s	39	7	NB on pile.	Higher intensity beam toward 200°.
19595	CAPE CHARLES CITY RANGE A FRONT LIGHT	37 14.8 76 01.5	Q W	19		KRW on slatted pile structure.	Visible on rangeline only.
19600	CAPE CHARLES CITY RANGE A REAR LIGHT 400 yards, 054° from front light.		Iso W 6 ^s	33		KRW on skeleton tower.	Visible on rangeline only.
Cape Charles City							
19605	- Lighted Buoy 1		FI G 4 ^s		4	Green.	
19610	- Lighted Buoy 2		Q R		3	Red.	
19615	- RANGE B FRONT LIGHT 8	37 15.8 76 01.7	Q R	16		KRW and TR on upstream side of pile.	Visible all around; higher intensity on rangeline. Ra ref.
19620	- RANGE B REAR LIGHT 520 yards, 020.3° from front light.		Iso R 6 ^s	41		KRW on white skeleton tower.	
19625	- Lighted Buoy 4		FI R 4 ^s		3	Red.	
19630	- APPROACH LIGHT C	37 15.4 76 01.9	FI W 4 ^s	30	5	NB on skeleton tower on caisson.	
19635	- Buoy 5					Green can.	

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CHESAPEAKE BAY (Virginia) – Fifth District							
N/W CAPE CHARLES TO WOLF TRAP (Chart 12224)							
Cape Charles City							
19640	- Buoy 6					Red nun.	
19645	- LIGHT 7		FI G 4 ^s	14	4	SG on pile.	Light equipment removed from Dec. 1 to Mar. 15.
19650	- JETTY LIGHT		Q W	18	5	NR on red skeleton tower.	
19655	- LIGHT 11		FI G 2.5 ^s	15	3	SG on dolphin.	Light equipment removed from Dec. 1 to Mar. 15.
19660	Cape Charles Railroad Terminal Fog Signal	37 15.9 76 01.3				On pile.	SIREN: 1 blast ev 25 ^s (5 ^s bl). Operates continuously. Private aid.
19665	Mud Creek Channel Daybeacon 1 10 feet outside channel limit.					SG on pile.	
19670	Mud Creek Channel Daybeacon 2 10 feet outside channel limit.					TR on pile.	
Kings Creek							
19675	- LIGHT 1		FI G 4 ^s	16	4	SG on dolphin.	Light equipment removed when endangered by ice.
19680	- LIGHT 3		FI G 4 ^s	15	3	SG on dolphin.	Light equipment removed from Dec. 1 to Mar. 15.
19685	- JUNCTION LIGHT KC	37 16.9 76 01.4	FI (2+1) G 6 ^s	14	3	JG on pile.	
19690	- LIGHT 6		FI R 2.5 ^s	15	4	TR on pile.	Light equipment removed when endangered by ice.
19695	- Daybeacon 7					SG on pile.	
19700	- LIGHT 8		FI R 4 ^s	15	4	TR on pile.	Light equipment removed from Dec. 1 to Mar. 15.
19705	- LIGHT 9		FI G 4 ^s	15	3	SG on pile.	
19710	- Daybeacon 10					TR on pile.	
19715	- LIGHT 11		FI G 4 ^s	15	4	SG on pile.	
19720	- Daybeacon 12					TR on pile.	
19725	- LIGHT 15		FI G 4 ^s	15	4	SG on pile.	
19730	- Daybeacon 14					TR on pile.	
WOLF TRAP TO PUNGOTEAGUE CREEK (Chart 12226)							
Mattawoman Creek							
19735	- LIGHT 1	37 23.4 75 59.7	FI W 4 ^s	15	5	SG on pile.	Light equipment removed from Dec. 1 to Mar. 15.

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CHESAPEAKE BAY (Virginia) - Fifth District							
N/W							
WOLF TRAP TO PUNGOTEAGUE CREEK (Chart 12226)							
Mattawoman Creek							
19740	- LIGHT 2		FI R 4 ^s	15	3	TR on pile.	Light equipment removed from Dec. 1 to Mar. 15.
19745	- LIGHT 3		FI G	10	4	SG on pile.	Light equipment removed from Dec. 1 to Mar. 15.
19750	- Daybeacon 5					SG on pile.	
19755	- LIGHT 6		FI R 4 ^s	10	3	TR on pile.	Light equipment removed from Dec. 1 to Mar. 15.
Hungar Creek							
19760	- Daybeacon 2	37 24.4 75 58.5				TR on pile.	
19765	- Daybeacon 3					SG on pile.	
19770	- Daybeacon 5					SG on pile.	
19775	- Daybeacon 7					SG on pile.	
19780	- Daybeacon 9					SG on pile.	
Nassawadox Creek							
19785	- LIGHT 2	37 27.9 75 58.4	FI R 2.5 ^s	15	4	TR on pile.	Light equipment removed from Dec. 1 to Mar. 15.
19790	- Daybeacon 3					SG on pile.	
19793	- Daybeacon 5	37 28.2 75 57.9				SG on pile.	
19795	- Daybeacon 6					TR on pile.	
19800	- Daybeacon 7					SG on pile.	
19805	- Buoy 8					Red nun.	Removed from station Dec. 1 to Mar. 15.
19810	- Daybeacon 10					TR on pile.	
19815	- Daybeacon 12					TR on pile.	
19820	- Daybeacon 14					TR on pile.	
19825	- Daybeacon 15					SG on pile.	
19830	- Daybeacon 16					TR on pile.	
Occohannock Creek							
19835	- ENTRANCE LIGHT 1	37 32.5 75 57.8	FI G 4 ^s	15	4	SG on pile.	Light equipment removed from Dec. 1 to Mar. 15.
19840	- LIGHT 3		FI G 4 ^s	15	3	SG on pile.	Light equipment removed from Dec. 1 to Mar. 15.
19845	- Daybeacon 5					SG on pile.	
19850	- Daybeacon 6					TR on pile.	

Fish net buoys in Chesapeake Bay and tributary waters are not listed; however, they are shown on the nautical charts. Fish net buoys are painted yellow and are maintained for the Corps of Engineers to mark boundaries of fishing areas where fish nets and traps are permitted as prescribed by the Corps of Engineers.

INDEX

A

ABEL BAY LIGHT 1.....	30405	Back River (MOBJACK BAY AND YORK RIVER ENTRANCE (Chart 12238)).....	11675	Big Timber Creek Channel.....	3295
Aberdeen Creek.....	12580	Back River (MOBJACK BAY AND YORK RIVER ENTRANCE (Chart 12238)).....	11840	BILLINGSPOINT RANGE.....	3065
Aberdeen Proving Ground Channel.....	25555	Back River (APPROACHES TO BALTIMORE HARBOR (Chart 12278)).....	25075	Bivalve Channel.....	22140
Aberdeen Restricted Area.....	7935	Back Sound.....	27150	Blackfish Bank Buoy 8A.....	290
Aberdeen Restricted Area Buoy A.....	25320	Baker Range.....	2225	BLACKHOLE CREEK ENTRANCE LIGHT 1.....	18420
Absecon Inlet.....	1010	BALD HEAD ISLAND MARINE JETTY LIGHT 1.....	28195	Blackwalnut Harbor.....	23890
Absecon Inlet Lighted Gong Buoy 1.....	50	BALD HEAD SHOAL CHANNEL RANGE.....	28155	BLACKWATER CREEK LIGHT 2.....	12995
Adams Creek.....	36310	Balls Creek.....	23620	Blake Channel Buoy 1.....	2020
ADAMS CREEK LIGHT 1AC.....	31335	BALTIMORE LIGHT.....	7390	BLOODY POINT BAR LIGHT.....	7130
Albemarle Sound (CAPE HENRY TO PAMLICO SOUND (Chart 12205)).....	29080	Banks Channel.....	27810	BLUFF POINT LIGHT B.....	14550
Albemarle Sound (ALBEMARLE SOUND TO NEUSE RIVER (Chart 11553)).....	35085	Barden Inlet.....	26990	BLUFF POINT SHOAL LIGHT.....	30130
Albemarle Sound (ALBEMARLE SOUND TO NEUSE RIVER (Chart 11553)).....	35850	BARNEGAT BAY LIGHT BB.....	32685	BLUFF SHOAL LIGHT BL.....	30065
ALBEMARLE SOUND LIGHT 1.....	29210	Barnegat Inlet.....	700	Bluff Shoal Slue Daybeacon 1.....	30055
Alexandria Channel.....	16820	BARNEGAT INLET LIGHT BL.....	32695	Bodie Island Light.....	505
Alligator River.....	35860	Barnegat Inlet Radiobeacon.....	17	Bodie Island Lighted Buoy 8.....	480
Alligator River - Pungo River.....	36030	Barnegat Lighted Horn Buoy B.....	5	Bodkin Creek.....	18475
Anacostia River.....	16935	BATH CREEK LIGHT 1.....	30830	Bodkin Point Shoal Buoy 1.....	18485
Annapolis Harbor.....	17885	Battle Creek Channel Daybeacon 1.....	17410	Bogue Bank Wreck Lighted Buoy WR13.....	630
Antipoon Creek.....	14510	BAY POINT LIGHT.....	30945	Bogue Inlet.....	27325
Appomattox River.....	11320	Bay River (Neuse River Approach).....	30945	BOGUE INLET CHANNEL.....	36990
Aquia Creek.....	16360	Bay River (ALBEMARLE SOUND TO NEUSE RIVER (Chart 11553)).....	36265	Bogue Sound.....	36510
ARNOLD POINT LIGHT.....	8180	Bay Shore Channel.....	1465	Bogue Sound - New River.....	37025
Arnold Point Shoal Buoy 2.....	1790	Bayshore Channel.....	4575	Bombay Hook Point Shoal Buoy 5.....	2030
Artificial Island Anchorage Buoy A.....	2330	Beach Channel.....	19550	Bond Creek Daybeacon 2.....	30680
Assateague Light.....	280	Beach Cove.....	4450	Bonum Creek.....	15295
ATLANTIC BASIN LIGHT.....	32040	Beach Creek Entrance Warning Daybeacon.....	13765	Bordentown Bar Junction Buoy B.....	3995
Atlantic Channel Daybeacon 1.....	32025	Bear Creek.....	18855	BORDENTOWN RANGE.....	4020
Atlantic City Light.....	45	Beard Creek Entrance Daybeacon 1.....	31490	BOWLEY BAR OBSTRUCTION LIGHT.....	25155
Atlantic City Radiobeacon.....	46	BEASLEY BAY LIGHT 2.....	28985	Brandywine Shoal Light.....	1335
ATLANTIC ENTRANCE LIGHT.....	32020	Beaufort Harbor Channel.....	32335	Bransons Cove Daybeacon 1.....	15390
AUSTIN CREEK ENTRANCE CHANNEL LIGHT 1.....	26735	Beaufort Inlet (BEAUFORT INLET AND CORE SOUND (Chart 11545)).....	27165	Brant Island.....	30200
Avalon Shoal Lighted Bell Buoy 2.....	90	Beaufort Inlet (MOREHEAD CITY HARBOR (Chart 11547)).....	27180	Breton Bay.....	15455
AVIATION FUEL TERMINAL PIER SOUTH LIGHT.....	27310	Beaufort Inlet Lighted Bell Buoy 2BI.....	620	BREWER CREEK LIGHT 2.....	17815
Avon Channel.....	29905	Belhaven Channel.....	30485	Brewerton Channel.....	7479
		Bellevue Range Lighted Buoy 2B.....	2790	Brewerton Channel Eastern Extension.....	7690
		BEN DAVIS POINT LIGHT.....	1755	Brick Kiln Channel Daybeacon 2.....	21020
		Bennett Creek (NEWPORT NEWS TO JAMESTOWN ISLAND (Chart 12248)).....	9975	Bridge Creek.....	23655
		Bennett Creek (MOBJACK BAY AND YORK RIVER ENTRANCE (Chart 12238)).....	12005	BRISTOL RANGE.....	3755
		BEVERLY LOWER RANGE.....	3625	Broad Bay.....	9335
		Bidwell Creek Entrance Lighted Buoy 2.....	1470	Broad Creek (Rappahannock River).....	13525
		Big Annesmessex River.....	21380	Broad Creek (Pocomoke Sound).....	20770
		Big Foot Slough Channel.....	26870	Broad Creek (Nanticoke River).....	22300
		BIG ISLAND LOWER RANGE FRONT LIGHT.....	28595	Broad Creek (CHOPTANK RIVER AND HERRING BAY (Chart 12266)).....	23610
		BIG ISLAND UPPER RANGE.....	28620	Broad Creek (Neuse River).....	31145
		Big Thorofare.....	21115	Broad Creek Entrance Daybeacon 2.....	18375
		Big Thorofare West.....	21290	BROAD CREEK ENTRANCE LIGHT 1.....	30870
				BROAD CREEK NORTH ENTRANCE LIGHT 1.....	20945
				Brooks Creek Daybeacon 1.....	32240
				Brooks Creek Daybeacon 2.....	22790
				BROWN SHOAL LIGHT.....	1320
				Browns Bay.....	12870
				BUCKROE BEACH FISHING PIER LIGHT.....	11600
				Bulkhead Bar Range.....	2615
				Bulkhead Shoal Channel.....	2510
				Bull Bay.....	29270
				BULL CREEK PIER LIGHT.....	12305

B

Baber Point.....	16070
Back Creek (Delaware Bay (East Side)).....	1760
Back Creek (MOBJACK BAY AND YORK RIVER ENTRANCE (Chart 12238)).....	12115
Back Creek (Patuxent River).....	17210
Back Creek Channel (SANDY POINT TO SUSQUEHANNA RIVER (Chart 12273)).....	8255
Back Creek Channel (Elk River Channel).....	8325
Back Creek Entrance Lighted Buoy 1.....	1750

INDEX

Bush River.....	25335	Cedar Beach Buoy 3.....	2040	Coal Pier Channel.....	18775
Buxton Harbor.....	29850	CEDAR CREEK LIGHT 1.....	32065	Coan River.....	14995
Buzzards Point Daybeacon 1.....	14720	Cedar Island Bay Channel.....	31930	Coast Guard Base	
C		CEDAR ISLAND FERRY		Daybeacon 1.....	29150
		SLIP BREAKWATER		COBB ISLAND LIGHT 2.....	15700
		LIGHT 1.....	31030	Cobbs Creek Daybeacon 1.....	13465
Cadle Creek Daybeacon 1.....	17730	CEDAR ISLAND NORTH		Cockle Point Warning	
Calabash Creek.....	28905	LIGHT.....	31045	Daybeacon.....	31195
Calico Creek.....	32420	CEDAR POINT FISHING		COCKPIT POINT BARGE	
Cambridge Channel.....	23120	REEF BUOY A.....	7025	DOCK MOORING LIGHT	
CAMBRIDGE SEWER		Cedarbush Creek Daybeacon		A.....	16500
OUTFALL WARNING		2.....	12565	COCKRELL CREEK	
LIGHT.....	23150	Chalk Point Cable Crossing.....	17450	LIGHT 1.....	14715
Camden Point Warning Buoy.....	29112	Channel Crossing Buoy 1.....	2005	Cohansey.....	1765
Camp Lejeune Danger Zone.....	631	Cherry Island Flats.....	2795	COLINGTON CUT	
Cannons Ferry.....	22455	Cherry Island Range.....	2710	ENTRANCE LIGHT 2.....	26560
Cape Charles City.....	19605	Cherry Point Channel		Colington Harbor Entrance	
CAPE CHARLES CITY		Daybeacon 2.....	31385	Daybeacon 3.....	29100
RANGE A.....	19595	CHERRYSTONE		Combs Creek Daybeacon 1.....	15475
Cape Charles Light.....	345	CHANNEL LIGHT 2.....	19580	CONTINENTAL	
Cape Charles Lighted Bell		Chesapeake and Delaware		CHANNEL RANGE.....	19295
Buoy 14.....	340	Canal.....	2490	CONTINENTAL OIL PIER	
Cape Charles Railroad		CHESAPEAKE AND OHIO		LIGHT.....	19290
Terminal Fog Signal.....	19660	PIER 15.....	10180	COOK POINT COVE	
Cape Fear River (CAPE		CHESAPEAKE AND OHIO		LIGHT 2.....	22935
FEAR RIVER (Chart 11537))....	28145	PIER C LIGHT A.....	10200	Cool Spring Cove	
Cape Fear River (MYRTLE		Chesapeake Bay.....	11595	Daybeacon 1.....	18390
GROVE SOUND TO		Chesapeake Bay Southern		Cooper River.....	3335
LITTLE RIVER (Chart		Approach.....	400	Core Creek (NEUSE RIVER	
11534)).....	37825	Chesapeake Beach.....	17475	TO MYRTLE GROVE	
Cape Fear River - Little		Chesapeake Channel		SOUND (Chart 11541)).....	36405
River (MYRTLE GROVE		(CHESAPEAKE BAY		Core Creek (NEUSE RIVER	
SOUND TO LITTLE		ENTRANCE (Chart 12221)).....	6610	TO MYRTLE GROVE	
RIVER (Chart 11534)).....	37980	Chesapeake Channel (WOLF		SOUND (Chart 11541)).....	36460
Cape Fear River - Little		TRAP TO SMITH POINT		Core Sound.....	31855
River (MYRTLE GROVE		(Chart 12225)).....	6800	Cornwallis Neck Warning	
SOUND TO LITTLE		Chesapeake Channel		Buoy A.....	16560
RIVER (Chart 11534)).....	38135	(SMITH POINT TO COVE		Corrotoman River.....	13710
Cape Hatteras Light.....	530	POINT (Chart 12230)).....	6933	Corsica River Daybeacon 4.....	24790
Cape Henlopen Radiobeacon.....	185	Chesapeake Channel (COVE		Corsica River Junction	
Cape Henry Buoy 1.....	6610	POINT TO SANDY		Buoy CR.....	24780
Cape Henry Light.....	365	POINT (Chart 12263)).....	7050	Courthouse Bay.....	27540
Cape Henry Radiobeacon.....	366	Chesapeake Channel (COVE		Cove Point.....	7050
Cape Henry Wreck Lighted		POINT TO SANDY		Cove Point Light.....	7045
Buoy 2CH.....	6620	POINT (Chart 12263)).....	7320	Cove Point Radiobeacon.....	7046
Cape Lookout Light.....	575	Chesapeake Harbor.....	18030	Cow Creek Channel.....	37065
Cape Lookout Shoals		Chesapeake Light.....	355	Cox Creek.....	24330
Lighted Buoy 2.....	585	Chesconessex Creek.....	20250	Crab Alley - Little Creek.....	24380
Cape Lookout Slough East		CHESTER INTAKE LIGHT.....	2995	Crab Alley Bay.....	24350
Lighted Buoy E.....	580	Chester Range.....	2960	Craighill Channel.....	7352
CAPE MAY CANAL.....	34825	Chester River.....	24565	Cranes Creek Channel	
Cape May Canal West		CHESTER TRANSMISSION		Daybeacon 2.....	14740
Entrance (DELAWARE		WEST LIGHTS (2).....	2965	Craney Island (HAMPTON	
BAY (Chart 12304)).....	1430	Chicamacomico Channel.....	29720	ROADS (Chart 12245)).....	8730
Cape May Canal West		Chickahominy River.....	10930	Craney Island (NORFOLK	
Entrance (Atlantic City -		Chincoteague Bay.....	4860	HARBOR AND	
Cape May).....	34830	Chincoteague Inlet.....	4970	ELIZABETH RIVER (Chart	
Cape May Ferry Fog Signal.....	1460	Chip Mill.....	35960	12253)).....	8750
Cape May Harbor.....	34770	Chisman Creek Daybeacon 2.....	11950	CRAWFORD HARBOR	
Cape May Harbor Inlet		Choptank River		SOUTH LIGHT (Elizabeth	
Lighted Bell Buoy 2CM.....	140	(CHOPTANK RIVER AND		River Southern Branch).....	34840
Cape May Harbor		HERRING BAY (Chart		CRAWFORD HARBOR	
Radiobeacon.....	142	12266)).....	22870	SOUTH LIGHT (Elizabeth	
Cape May Inlet.....	1215	Choptank River		River Southern Branch).....	9040.1
Cape May Light.....	155	(CHOPTANK RIVER -		CRISFIELD HARBOR	
CAPE ST. MARYS		CAMBRIDGE TO		JUNCTION LIGHT CH.....	21005
MARINA BREAKWATER		GREENSBORO (Chart		Croaker Landing.....	12645
LIGHT.....	17405	12268)).....	23095	Croatian Sound.....	29585
Cape Windsor Channel.....	4701	Chowan River.....	29474	Cuckold Creek.....	16010
Carolina Beach Harbor.....	37700	Christina River.....	2745	Cuckold Creek Daybeacon 2.....	17295
Carolina Beach Inlet.....	28084	Chuchatuck Creek.....	10135	Currioman Bay.....	15445
Carter Creek.....	13675	Claiborne Channel.....	24090	Currituck Beach Light.....	465
Carter Creek Entrance		Clam Creek.....	1080	Currituck Ferry Terminal	
Daybeacon 2.....	12615	Clark Point Wreck Buoy 1.....	2060	Daybeacon 2.....	28995
Carthage Creek.....	15200	CLIFTON BEACH LIGHT.....	16420	Currituck Sound.....	28950
Causeway Channel.....	36700	Clubfoot Creek.....	31350	Curtis Bay.....	19045

INDEX

CURTIS BAY COMPANY	
TERMINAL DOCK LIGHT.....	19165
Curtis Creek Buoy 14.....	19120
CURTIS MERRITT	
HARBOR ENTRANCE	
LIGHT 2.....	5070
Cypress Creek Daybeacon 1.....	18445
D	
Dahlgren Naval Mooring	
Buoy A.....	16065
Dam Neck Firing Zone	
Lighted Buoy A.....	452
Dames Quarter Creek.....	21795
DANCING POINT SHOAL	
CHANNEL.....	11020
Dandy Haven Marina.....	11725
Daugherty Creek.....	21460
DAVIS CHANNEL LIGHT	
1.....	32140
Davis Creek.....	12765
Davis Creek Entrance	
Daybeacon 2.....	24770
Dawson Creek Entrance	
Daybeacon 2.....	31340
Deadman Shoal Lighted	
Buoy IDS.....	1465
Dean's Marina Channel.....	17055
DEEP BAY LIGHT 1.....	30335
DEEP COVE LIGHT 1.....	30290
Deep Creek (Magothy River).....	18350
Deep Creek (Pocomoke	
Sound).....	20320
Deep Creek (NORFOLK	
TO ALBEMARLE SOUND	
(Char 12206)).....	34985
Deep Creek Channel.....	10330
DEEP CREEK JUNCTION	
LIGHT.....	10330
DEEP WATER SHOALS	
LIGHT.....	10590
Deepwater Range.....	2660
DEEPWATER RANGE	
FRONT LIGHT.....	2635
Delair Intake Buoy.....	3425
DELAIR RANGE.....	3400
Delaware Bay (CAPE MAY	
TO FENWICK ISLAND	
(Char 12214)).....	1260
Delaware Bay (CAPE MAY	
TO FENWICK ISLAND	
(Char 12214)).....	1290
Delaware Bay (East Side).....	1720
Delaware Bay (Main	
Channel).....	1320
Delaware Bay (West Side).....	1800
DELAWARE BAY EAST	
ICEBREAKER LIGHT.....	1830
DELAWARE	
BREAKWATER LIGHT.....	1800
Delaware Lighted Horn	
Buoy D.....	165
Delaware River.....	2185
Delco Moraine Lighted	
Obstruction Buoy.....	14485
DEVLIN LOWER RANGE.....	3695
Diamond Shoal Light.....	545
Dividing Creek.....	14595
Dorchester Somerset County	
Line Marker.....	21625
Doughs Creek Junction	
Daybeacon.....	26520
DOUGHS CREEK LIGHT 2.....	26530
DRUM POINT LIGHT 4.....	7020
DUCK ISLAND RANGE.....	4045

Dukeharts Channel.....	15595
Dundalk Terminal East	
Channel.....	19190
Dunks Bar Buoy 10.....	1785
Durant Island Daybeacon 1.....	29106
Durant Point.....	29970
Durham Creek Daybeacon 2.....	30825
DUTCH GAP LIGHT.....	11485
DUTCHMAN POINT	
LIGHT 6.....	12760
Dymer Creek.....	14520

E

Eagle Point.....	3235
EAST POINT LIGHT.....	1475
East River.....	12805
EAST THOROFARE PIER	
LIGHT.....	32865
Eastern Bay (CHESAPEAKE	
BAY - EASTERN BAY	
AND SOUTH RIVER	
(Char 12270)).....	24030
Eastern Bay (CHESAPEAKE	
BAY - EASTERN BAY	
AND SOUTH RIVER	
(Char 12270)).....	24075
Eastham Creek.....	30625
Eastport Harbor.....	18070
EDDYSTONE	
GENERATING STATION	
RANGE.....	3020
Eddystone Range Lighted	
Buoy 1E.....	3005
Edenton Bay.....	29430
EDENTON LIGHT.....	29440
Edge Creek.....	23805
EDGEWOOD OUTFALL	
LIGHT.....	2837
EDGEWATER LOWER	
RANGE.....	3665
EGG ISLAND POINT	
LIGHT.....	1720
Eight and One Half Marina.....	36660
Elbow Lighted Bell Buoy 44.....	3150
Elbow Of Cross Ledge Light.....	1380
Elbow of Cross Wreck	
Lighted Buoy WR.....	1390
Elevator Channel Buoy 2.....	19480
Elizabeth River	
(HAMPTON ROADS	
(Char 12245)).....	8560
Elizabeth River	
(HAMPTON ROADS	
(Char 12245)).....	8690
Elizabeth River (NORFOLK	
HARBOR AND	
ELIZABETH RIVER (Chart	
12253)).....	8810
Elizabeth River (NORFOLK	
HARBOR AND	
ELIZABETH RIVER (Chart	
12253)).....	9000
Elizabeth River Southern	
Branch.....	34840
Elk River Channel.....	8105
Elk River Junction Buoy ER.....	8147
ENTERPRISE LOWER	
RANGE.....	3570
EXXON DOCK WEST	
LIGHT.....	3075
EXXON PIER LIGHT A.....	28680
EXXON PIER LIGHTS.....	11550
EXXON SEWELLS POINT	
TERMINAL DOCK LIGHT.....	10175

F

Fairfield Channel.....	19336
Fairfield Piers.....	19280
Fairlee Creek.....	25430
False Cape Lighted Buoy 4A.....	460
Far Creek Channel.....	29770
Farm Creek.....	22525
Farnell Bay Warning	
Daybeacon.....	27665
FENWICK ISLAND LIGHT.....	205
Fenwick Shoal Lighted	
Gong Buoy 1 FIS.....	210
Ferry Bar Channel.....	19340
FERRY COVE LIGHT.....	24055
Fisher Point Jetty Buoy 2.....	3385
FISHER POINT RANGE.....	3375
Fisherman's Cove.....	9480
Fisherman's Cove Buoy 3.....	9470
FISHING BATTERY LIGHT.....	25680
Fishing Bay.....	22475
Fishing Creek.....	17865
Fishing Creek Daybeacon 2.....	22855
FLORENCE LOWER	
RANGE.....	3840
FODREY CREEK LIGHT 1.....	30275
FOG POINT LIGHT.....	21560
Forked Creek Daybeacon 1.....	18400
FORT DELAWARE LIGHT	
5N.....	2575
FORT MACON CREEK	
WARNING LIGHT.....	27285
Fort Macon Radiobeacon.....	625
FORT MACON REACH	
RANGE.....	27230
Fort McHenry Anchorage	
Buoy F.....	7630
Fort McHenry Channel.....	7545
FORT WASHINGTON	
LIGHT 80.....	16775
FORT WOOL LIGHT.....	8525
Fortescue Creek Lighted	
Buoy 2.....	1730
Fortescue Directional Light.....	1725
Four Mile Run.....	16880
Fourteen Foot Bank Light.....	1355
FOURTH EASTERN	
JETTY RANGE FRONT	
LIGHT.....	28745
Francis Scott Key Memorial	
Buoy.....	7575
FRISCO APPROACH	
LIGHT 2.....	29945
FRISCO LIGHT 6.....	29955
Frying Pan Shoals Light.....	665
FULCHERS CREEK	
LIGHT 1.....	32100

G

Gallant Channel.....	32380
Garrett Island Junction	
Buoy G1.....	25890
George Island.....	4940
Georgetown Channel.....	16985
Germantown Bay.....	30305
GIBBS SHOAL LIGHT.....	29800
Gibson Island.....	18320
GLEBE BAY LIGHT.....	17825
Goodwin Thorofare.....	12055
Goose Creek.....	36165
Goose Creek Channel.....	21495
GOOSE CREEK	
JUNCTION LIGHT GC.....	11965
GOOSE CREEK LIGHT 1.....	22500
GOOSE HILL CHANNEL.....	10850

INDEX

Gordon Point Shoal Buoy 1.....	24725
GOVERNOR SCOTT	
FERRY WRECK LIGHT.....	30195
Grace Creek.....	23755
GRAND VIEW FISHING	
PIER LIGHT.....	11670
GRAVELING POINT	
BASIN RANGE.....	33195
Grays Creek.....	18325
Great Bridge to Albemarle	
Sound.....	35175
Great Bridge Wreck	
Daybeacon WR1.....	35175
Great Egg Harbor Inlet.....	1095
Great Egg Harbor River.....	1179
Great Gull Bank Lighted	
Whistle Buoy 4.....	220
Great Machipongo Channel.....	6474
Great Machipongo Inlet.....	6400
GREAT SHOALS LIGHT.....	21790
Great Wicomico River.....	14650
Great Wicomico River	
Lighted Buoy 1.....	6915
GREAT WICOMICO	
RIVER LIGHT.....	6920
Green Mansion Cove	
Junction Daybeacon.....	13005
Greenbackville.....	5175
GREENBURY POINT	
SHOAL LIGHT.....	17915
Greens Creek.....	31285
Greenvale Creek Channel.....	13820
Grinels Breakwater Warning	
Daybeacon A.....	13615
GROVE POINT RANGE.....	8085
GRUBBS LANDING LIGHT.....	2870
Guilford Creek.....	20435
GUILFORD FLATS	
JUNCTION LIGHT.....	20385
GULL SHOAL LIGHT.....	29805
Gunpowder River.....	25225

H

Hackett Point Shoal Buoy 1.....	7180
HAINES POINT LIGHT.....	21650
Hains Point Junction	
Lighted Buoy.....	16920
HALLOWING POINT	
LIGHT.....	16675
HAMBROOKS BAR LIGHT.....	23095
HAMBURG COVE	
TRESTLE LIGHTS.....	2570
Hampton Bar.....	8520
HAMPTON FLATS LIGHT	
A.....	8555
Hampton River.....	9825
Hampton Roads Mooring	
Facility.....	9760
Hampton Roads Outfall	
Obstruction Daybeacon.....	9755
Hancock Creek.....	31430
HARBOR ISLAND	
WARNING LIGHT.....	31855
Harbor North Channel.....	8275
Harbor of Refuge.....	1800
Harbor of Refuge Light.....	1315
Harbor View.....	15895
Hardy Creek.....	31225
Hardy Creek Junction	
Daybeacon HC.....	31220
Harkers Island East Channel.....	27114
HARKERS ISLAND WEST	
CHANNEL LIGHT 1.....	32260
Harrah's Marina Buoy A.....	1040
Harris Creek.....	23945

Harris River Approach.....	11810
Harts Island Channel.....	25030
Hatteras Fishing Center	
Daybeacon 2.....	26745
Hatteras Inlet.....	26580
Hatteras Inlet Entrance	
Lighted Buoy HI.....	555
Hatteras Inlet Light.....	550
Hatteras Inlet Station	
Radiobeacon.....	560
Havre De Grace Entrance.....	25745
Havre De Grace Yacht Basin.....	25725
Hawkins Point Pier.....	18975
Hawkins Point Shoal Buoy	
11S.....	18980
HEARNS COVE CHANNEL.....	22565
HEARNS COVE LIGHT 2.....	22555
Henlopen Shoal.....	1285
Hens and Chickens Shoal	
Lighted Buoy 3HC.....	1280
Herbert A. Wagner	
Generating Plant.....	18960
Herbert A. Wagner	
Generating Plant Channel.....	18915
Hereford Inlet Light.....	95
Heron Island Bar Channel.....	15575
Heron Island Shoals	
Junction Buoy.....	15455
Herring Bay.....	17515
Herring Creek.....	15330
Herring Island Shoal	
Warning Daybeacon.....	24175
Herrington Harbor (Herring	
Bay).....	17540
Herrington Harbor (Herring	
Bay).....	17635
HERRINGTON LIGHT.....	17535
Hess Lighted Mooring Buoy.....	19110
Hodges Reef.....	30095
Hog Island Flats.....	10765
Hog Island Junction Lighted	
Buoy.....	10755
Hog Island Lighted Bell	
Buoy 12.....	335
HOG ISLAND SHOAL	
LIGHT.....	29840
Hog Shoal Lighted Buoy 6.....	1740
HOLLAND ISLAND BAR	
LIGHT.....	6955
Holland Island Warning	
Buoy.....	6975
HOLLAND POINT	
FISHING REEF BUOY A.....	7110
Holland Point Shoal Buoy	
1H.....	7105
Honga River.....	22550
Hooper Island Light.....	7000
Hooper Strait.....	21695
Hooper Strait Approach	
Lighted Bell Buoy 1.....	6980
HOOPER STRAIT LIGHT.....	21710
Hop Point Daybeacon 1.....	21010
HOPE CREEK JETTY	
LIGHT.....	2215
Horn Harbor.....	13035
HORN POINT WARNING	
LIGHT.....	17935
Horsehead Cliffs Warning	
Daybeacon.....	15775
HORSESHOE BEND	
WINTER RANGE.....	3285
Horseshoe Crossing Lighted	
Bell Buoy HC.....	11595
Horseshoe Lower Lighted	
Buoy 35.....	3255
HORSESHOE RANGE.....	3275

HORSESHOE SHOAL	
CHANNEL RANGE.....	28355
Hoskins Creek.....	14115
Howell Cove.....	3270
HOWELL POINT LIGHT.....	8080
Hudson Creek Daybeacon 1.....	22810
HUMBLE OIL COMPANY	
OBSTRUCTION LIGHT.....	19505
Hungar Creek.....	19760
Hunting Creek.....	20390
Huntington Park Channel.....	10225.1
Hurst Creek.....	23170

I

I. W. P. PIER LIGHT.....	26685
Indian Creek.....	14550
Indian Head Lower.....	16630
Indian Island Channel	
Daybeacon 1.....	30770
Indian Island Shoal East	
End Daybeacon.....	30660
Indian River Bay Channel.....	4195
Indian River Bay Shellfish	
Exclusion Buoy.....	4395
Indian River Channel.....	4255
Indian River Inlet.....	4125
Indian River Inlet Lighted	
Gong Buoy 1.....	195
Indian River Inlet	
Radiobeacon.....	200
Ingram Bay Marina.....	14685
INNER MIDDLE	
GROUND LIGHT M.....	30180
Irish Creek.....	23585
Island Creek.....	23020
Island Creek Channel.....	15115
ISLAND CREEK LIGHT 1.....	23015
ISLAND CREEK LIGHT 2.....	17350
Isle of Wight Bay	
(FENWICK ISLAND TO	
CHINCOTEAGUE INLET	
(Chart 12211)).....	4530
Isle of Wight Bay	
(FENWICK ISLAND TO	
CHINCOTEAGUE INLET	
(Chart 12211)).....	4605
Isle of Wight Shoal Buoy	
IWS.....	215

J

Jack Spot Buoy 2JS.....	265
Jackson Creek.....	13270
Jacksonville Warning	
Daybeacon.....	27715
Jacobs Creek Canal	
Daybeacon 1.....	30755
James River (NEWPORT	
NEWS TO JAMESTOWN	
ISLAND (Chart 12248)).....	10175
James River (NEWPORT	
NEWS TO JAMESTOWN	
ISLAND (Chart 12248)).....	10590
James River (NEWPORT	
NEWS TO JAMESTOWN	
ISLAND (Chart 12248)).....	10685
JAMESTOWN FESTIVAL	
PARK LIGHT.....	10900
Jamestown Island.....	10785
JANES ISLAND LIGHT.....	20910
Jarvis Creek.....	14620
Jean Guite Creek.....	29020
Jenkins Creek.....	20955
Joe Flogger Shoal Buoy J.....	2015

INDEX

JOHNSON BAY		Little Creek Cove.....	9490	Marshallberg.....	32185
ENTRANCE LIGHT 1.....	4925	Little Creek Harbor.....	9405	Marshelder Channel.....	970
Jones Bay.....	30925	Little Egg Inlet.....	935	Marshy Creek Daybeacon 1.....	24420
Jones Creek (Pagan River).....	10280	Little Gull Bank Buoy LG.....	255	MARYLAND POINT	
Jones Creek (Patapsco River).....	18680	Little River.....	29230	LIGHT.....	16285
Jones Creek (Tangier Sound).....	21405	LITTLE RIVER LIGHT.....	2165	Masonboro Inlet.....	27965
JORDAN POINT RANGE.....	11200	Little Round Bay.....	18160	Masonboro Inlet Lighted	
JUDITH ISLAND CUT		Little Wicomico River.....	14805	Whistle Buoy A.....	643
EAST LIGHT 2.....	30285	Locklies Creek.....	13650	MATAPEAKE NORTH	
JUNIPER BAY		Lockwoods Folly Inlet.....	28825	BREAKWATER LIGHT 1.....	7175
APPROACH LIGHT 1.....	30145	Lockwoods Folly River.....	38075	Mathias Point Warning	
		Locust Point East Channel.....	19360	Daybeacon.....	16155
K		Locust Point West Channel.....	19380	Mattawoman Creek.....	19735
		Lodgecliffe Canal Entrance		Mattawoman Creek	
Kedges Straits.....	21560	Daybeacon 3.....	23080	Daybeacon 1.....	16515
KEG ISLAND RANGE.....	28575	LONE OAK CHANNEL		Mattox Creek.....	15875
KENDRICK CREEK		LIGHT 1.....	28975	Maurice River.....	1480
CHANNEL ENTRANCE		Lone Star Buoy.....	9725	MAXWELL POINT LIGHT.....	25240
LIGHT 1.....	29345	LONG BAY LIGHT 2.....	31110	McCREADY'S CREEK	
Kent Haven Yacht Channel.....	24595	Long Cove Buoy 1.....	24760	LIGHT 1.....	22520
KENT HAVEN YACHT		Long Creek Channel.....	9105	McCrie Shoal Lighted	
JETTY LIGHT.....	24590	Long Creek East Channel.....	9279	Whistle Buoy 2MS.....	160
Kent Island.....	7150	LONG POINT LIGHT 5.....	18875	MEEKS POINT LIGHT.....	8055
Kent Island Narrows.....	24415	LONG SHOAL LIGHT LS.....	29735	Merrimac Harbor	
KENTMORR MARINA		Long Shoal River		Daybeacon 1.....	9910
RANGE FRONT LIGHT.....	7160	Daybeacon 2.....	29755	Messongo Creek.....	20470
KEYSTONE RANGE.....	3780	Longport.....	1125	Miah Mauli Shoal Light.....	1365
Kingcopisco Point Warning		Longport Buoy 7.....	1142	MIDDLE GROUND	
Daybeacon.....	15405	Longs Creek Daybeacon 1.....	25095	LIGHT MG.....	29105
Kingfisher Berth.....	9005	Lookout Bight.....	26975	MIDDLE ISLAND	
Kings Creek.....	19675	LOVE POINT LIGHT.....	7660	BRIDGE WEST CHANNEL	
KINGS MILL MARINA		LOWER BRUNSWICK		LIGHT 1.....	22615
LIGHT 1.....	10745	RANGE.....	28640	MIDDLE MARSHES	
KINKORA LOWER RANGE.....	3870	LOWER LILIPUT RANGE.....	28530	JUNCTION LIGHT.....	27160
Kiptopeke Beach.....	19570	Lower Machodoc Creek.....	15370	Middle River.....	25130
Kitty Hawk Bay.....	29080	Lower Middle Ground		Mifflin Range.....	3115
Knapps Narrows.....	23995	Obstruction Daybeacon NE.....	30160	Mile Hammock Bay.....	37190
Knitting Mill Creek		Lower Middle Wreck Buoy		Miles River.....	24235
Channel Daybeacon 2.....	9690	LMW.....	2000	Milford Haven	
Knots Island Ferry		LOWER MIDNIGHT		(RAPPAHANNOCK RIVER	
Terminal Daybeacon 2.....	29005	CHANNEL RANGE.....	28460	ENTRANCE (Chart 12235)).....	13160
L		LOWER SWASH		Milford Haven	
		CHANNEL RANGE.....	28280	(RAPPAHANNOCK RIVER	
LA GRANGE CREEK		Lower Thorofare.....	21595	ENTRANCE (Chart 12235)).....	13335
ENTRANCE LIGHT 2.....	13805	Lowes Wharf.....	24065	Mill Creek (Rappahannock	
LA TRAPPE CREEK		Ludlam Beach Buoy L.....	85	River).....	13630
LIGHT 1.....	23055	LUSBY POINT		Mill Creek (Patuxent River).....	17150
Lafayette River Channel.....	9600	JUNCTION LIGHT.....	17190	Mill Creek (SEVERN AND	
Lake Conoy.....	14960	Lynch Cove Point.....	18880	MAGOTHY RIVERS (Chart	
Lake Ogleton Entrance.....	18005	Lynnhaven Inlet.....	9065	12282)).....	18220
Lancaster Creek Daybeacon 1.....	13920	LYNNHAVEN ROADS		Mill Creek Daybeacon 2.....	15260
LANDRETH RANGE.....	3805	FISHING PIER LIGHT.....	9065	Mill Creek Entrance	
Langford Creek.....	24735			Daybeacon 2.....	14670
Langleigh Yacht Club Buoy A.....	11875	M		MINE CREEK ENTRANCE	
Latimer Shoal Junction Buoy.....	19555	Madison Bay.....	22830	LIGHT 2.....	21485
Laurel Point Warning		Magothy River.....	18285	Minnesott Beach Yacht Basin.....	31400
Daybeacon C.....	29335	MAHON RIVER LIGHT.....	2170	Mobjack Bay.....	12730
Lecompte Bay Buoy 2.....	23040	MALLOWS BAY LIGHT.....	16450	Mobjack Marina Channel	
Leeds Creek Daybeacon 1.....	24250	MANAHAWKIN BAY.....	32825	Daybeacon 1.....	12820
Leesylvania Park.....	16551	Manasquan River.....	32441	Molls Cove Daybeacon 2.....	15110
Leeward Marina Channel.....	10226	MANN'S HARBOR LIGHT		Money Island Channel.....	36615
LEHIGH LOWER RANGE.....	3725	2.....	29595	MONKEY TAIL SHOAL	
LEIPSIC RIVER LIGHT.....	2175	Manokin River.....	21475	LIGHT 1.....	28950
LEWES BREAKWATER		MANTEO CHANNEL		Monroe Creek.....	15915
FRONT LIGHT.....	1810	JUNCTION LIGHT MC.....	26515	Morattico River.....	13905
Lewes Ferry Terminal Fog		Mantua Creek.....	3085	MOREHEAD CITY.....	36505
Signal.....	1820	Mantua Creek Anchorage		Morehead City Channel.....	27255
Lewis Creek.....	17245	Buoy A.....	3135	Morehead City Harbor	
Line of Fire Buoy.....	15950	Marbury Point.....	16840	Channel.....	36580
Linkhorn Bay.....	9370	Marcus Hook.....	2915	Morgan Bay Warning	
Liston Range.....	2185	Marcus Hook Range.....	2875	Daybeacon.....	27695
Little Annemessex River.....	20915	Marine Pier Channel.....	18820	Mount Vernon Cut.....	16720
Little Choptank River.....	22730	Marlboro Point Warning		Mud Creek Channel	
Little Creek Approach		Daybeacon.....	16355	Daybeacon 1.....	19665
Lighted Buoy LC.....	9405	Marley Creek Daybeacon 1.....	19135	MUD ISLAND LOWER	
				RANGE.....	3515

INDEX

370

INDEX

Patuxent River (PATUXENT RIVER AND VICINITY (Chart 12264)).....	17082	POOLES ISLAND NORTH RANGE.....	7925	Reedy Island Dike.....	2265
Patuxent River (PATUXENT RIVER - SOLOMONS ISLAND (Chart 12284)).....	17090	POPLAR BRANCH LIGHT 1.....	28970	Reedy Island Dike Lower Buoy 2.....	2235
Paul Point Shoal.....	22560	Poplar Island Narrows.....	24030	Reedy Island Flats Buoy 27.....	2380
Pea Patch Island.....	2580	Poquoson River.....	11910	Reedy Island Gap South Daybeacon 1.....	2350
PEA PATCH ISLAND DIKE LIGHT B.....	2655	POQUOSON RIVER MARINA PIER LIGHTS.....	12050	Rhode River.....	17715
Peletier Creek Entrance Channel.....	36765	Port Covington Basin.....	19465	Rhodes Point Gut Channel.....	21090
Pembroke Creek.....	29455	Port Mahon.....	2105	Ridley Creek Fog Signal.....	3010
Pennsville Dike Danger Buoy PDA.....	2640	Port Richmond Anchorage Buoy A.....	3360	RINGGOLD POINT.....	24705
Pennwood Channel.....	18605	Port Tobacco River.....	16165	RIVERBANK LIGHT.....	32645
PEPCO INTAKE CHANNEL BAFFLE WALL LIGHT A.....	16105	Portsmouth Marine Terminal.....	8900	Riverside Warning Daybeacon.....	16267
PEPCO TURNING DOLPHIN LIGHT C.....	16115	POSSUM POINT LIGHT.....	16465	ROANOKE ISLAND CUT THROUGH LIGHT 1.....	26380
Pepper Creek.....	4205	Potomac Creek.....	16305	ROANOKE ISLAND WEST SIDE LIGHT 2.....	29640
Pepper Creek Daybeacon 1.....	12795	Potomac River.....	14805	ROANOKE MARSHES LIGHT RM.....	29655
Perquimans River.....	29235	Powells Point Daybeacon 2.....	29107	Roanoke River.....	29355
Perrin River.....	12245	Prentice Creek Daybeacon 2.....	14632	Roanoke Sound.....	26345
Perry Point Warning Buoy.....	25860	Prentice Creek Entrance Daybeacon.....	14630	ROBINS POINT LIGHT.....	25330
Perryville Intake Structure Buoy A.....	25865	Price Creek.....	28315	Robins Point Shoal Buoy 1.....	25315
Petty Island.....	3330	Prospect Bay.....	24405	Robinson Creek Daybeacon 1.....	13790
Philpots Island Daybeacon 2.....	24315	PUBLIC LANDING LIGHT 1.....	4860	Rock Creek.....	18545
Phoebus Channel.....	9920	Pungo Creek Daybeacon 2.....	30475	Rock Hall Harbor.....	24970
Piankatank River (RAPPAHANNOCK RIVER ENTRANCE (Chart 12235)).....	13245	Pungo River (WESTERN PART OF PAMLICO SOUND (Chart 11548)).....	30410	Rockhold Creek.....	17590
Piankatank River (RAPPAHANNOCK RIVER ENTRANCE (Chart 12235)).....	13450	Pungo River (ALBEMARLE SOUND TO NEUSE RIVER (Chart 11553)).....	36050	ROEBLING RANGE.....	3885
Pier 1.....	7200	Pungoteague Creek.....	19975	Rollinson Channel.....	26724
PIER 9 TERMINAL CO. LIGHTS.....	10195	Q		Roosevelt Inlet.....	1840
Pier Street Marina.....	23410	Quantico Marine Barracks Fog Signal.....	16460	Rose Bay.....	30290
Pierce Creek.....	31235	Quarter March Creek Entrance Daybeacon 2.....	11995	ROSE HAVEN CHANNEL LIGHT 1.....	17530
Piney Point Oil Pier.....	15275	Queen Anne's County Obstruction Buoy A.....	7340	Round Bay.....	18190
PINGLETON SHOAL LIGHT P.S.....	29765	Queen Creek.....	12495	Rowes Creek Daybeacon 2.....	12930
Piscataway Creek.....	16755	Queens Creek.....	13385	ROYAL SHOAL LIGHT 1.....	30070
Plain Dealing Creek Daybeacon 1.....	23505	QUEENSTOWN CREEK LIGHT 3.....	24660	RUDEE INLET JETTY LIGHT 2.....	430
Plum Point Shoal Buoy 1.....	7100	Queenstown Harbor.....	24670	Rudee Inlet Lighted Whistle Buoy RI.....	425
Pocomoke River (Pocomoke Sound).....	20634	QUINBY CHANNEL LIGHT 2.....	6345	Russells Slough.....	36456
Pocomoke River (SMITH POINT TO COVE POINT (Chart 12230)).....	20710	Quinby Creek.....	6355	S	
Pocomoke Sound (POCOMOKE AND TANGIER SOUNDS (Chart 12228)).....	20230	Quinby Inlet.....	6305	Salt Ponds.....	11610
Pocomoke Sound (POCOMOKE AND TANGIER SOUNDS (Chart 12228)).....	20634	Quinby Inlet Lighted Buoy Q.....	325	Salter Creek Entrance.....	32135
Point Lookout Light.....	6940	R		SALTER CREEK LIGHT 1.....	32130
Point Lookout Shoal Buoy 2.....	14920	Raccoon Creek Entrance Channel Buoy 1.....	2935	San Domingo Creek.....	23870
POINT NO POINT LIGHT.....	6970	Raccoon Island.....	31055	Sand Shoal Inlet.....	6545
Point of Marsh Daybeacon.....	31053	RAGGED POINT LIGHT.....	15355	SANDERS POINT SHOAL JUNCTION LIGHT.....	17655
POND POINT LIGHT.....	25365	Ragged Point Marina Daybeacon 1.....	15360	SANDY POINT JETTY LIGHT.....	7260
Pooles Island - West Channel.....	25315	RAMSHORN CHANNEL LIGHT 2.....	6540	SANDY POINT SHOAL LIGHT.....	7350
POOLES ISLAND BAR LIGHT.....	7840	Rancocas Creek Junction Lighted Buoy RC.....	3535	Sandy Point State Park.....	7265
Pooles Island East Channel.....	7885	Rappahannock River (RAPPAHANNOCK RIVER ENTRANCE (Chart 12235)).....	13475	Sarah Creek.....	12420
POOLES ISLAND EAST RANGE.....	7910	Rappahannock River (RAPPAHANNOCK RIVER (Chart 12237)).....	14145	Sassafras River.....	25470
		RAPPAHANNOCK SHOAL LIGHTED TIDE GAUGE.....	6839	Schutte - Koerting Water Intake Buoy.....	3610
		REAVES POINT CHANNEL RANGE.....	28375	Schuykill River.....	3155
				Scott Creek Channel.....	8970
				Scraping Limit.....	22950
				Scuppernong River.....	29280
				Seagirt Marine Terminal East Channel.....	19235
				SEALEVEL CHANNEL.....	32085
				SEALEVEL CHANNEL ENTRANCE LIGHT 1.....	32080
				Second Cove.....	17265
				Selby Bay.....	17780
				Seneca Creek.....	25195

INDEX

SERVICE CRAFT BASIN					
BREAKWATER LIGHT.....	8595				
Severn River (Mobjack Bay).....	12890				
Severn River (SEVERN					
AND MAGOTHY RIVERS					
(Chart 12282).....	17885				
Severn River Restricted					
Area Buoy A.....	17960				
Sewell Point Buoy A.....	145				
SHACKLEFORD SLUE					
LIGHT.....	27250				
Shad Battery Shoal Buoy 1A.....	8060				
Shad Landing Park.....	20720				
Shallote Inlet.....	28860				
Shallow Creek.....	25026				
SHARKFIN SHOAL					
CHANNEL RANGE.....	21735				
SHARKFIN SHOAL LIGHT.....	21685				
Sharkfin Shoal Warning Buoy.....	21690				
Sharps Island Ice Breaker					
Buoy.....	22905				
SHARPS ISLAND LIGHT.....	7090				
Sharps Island Northeast					
Shoal Buoy SI.....	22910				
Sheep Pen Cut.....	21275				
SHELL OIL COMPANY					
RANGE.....	19280				
SHINN CREEK LIGHT 1.....	28005				
Ship Channel.....	1155				
Ship John Shoal Light.....	1420				
Ship Shoal Buoy SS.....	285				
SILLERY BAY LIGHT 1.....	18305				
Silver Lake.....	26840				
Sinepuxent Bay.....	4705				
Skiffes Creek Channel.....	10635				
SKIPJACK COVE					
MARINA LIGHT 1.....	25545				
Slaughter Creek.....	22745				
Slocum Creek.....	31450				
Slough Creek.....	14835				
Smith Creek.....	15060				
Smith Creek Buoy 2.....	8990				
Smith Creek Channel.....	31300				
SMITH ISLAND RANGE.....	28205				
Smith Island West Side					
Daybeacon.....	21295				
Smith Point Fairway					
Lighted Bell Buoy SP.....	6930				
Smith Point Light.....	6925				
Smith Point Radiobeacon.....	6926				
Smyrna River South Jetty					
Buoy 1.....	2180				
SNOWS CUT RANGE.....	37770				
SNOWS MARSH					
CHANNEL RANGE					
FRONT LIGHT.....	28305				
SOD RUN					
OBSTRUCTION LIGHT A.....	25375				
Solitude Creek Daybeacon 1.....	23815				
Sollers Point Channel.....	18890				
SOLLERS POINT LIGHT 1.....	18890				
Solomons Island.....	17105				
SOLOMONS LUMP LIGHT.....	21575				
South Creek.....	30665				
SOUTH JERSEY DOCK					
LIGHT A.....	3315				
South River (EASTERN					
BAY AND SOUTH RIVER					
(Chart 12270).....	17758				
South River (Neuse River).....	31200				
South Shoal Buoy 8A.....	1305				
South Yeocomico River					
Daybeacon 2.....	15245				
Southeast Creek Daybeacon 2.....	24850				
SOUTHPORT CHANNEL					
RANGE.....	28225				
SOUTHPORT LIGHT 1.....	28275				
Southwest Branch.....	12910				
Southwest Creek Warning					
Daybeacon 1.....	27700				
Southwest Point Royal					
Shoal Daybeacon RS.....	30085				
SOUTHWEST POINT					
ROYAL SHOAL WRECK					
LIGHT.....	30090				
Spa Creek.....	18095				
SPARROWS POINT					
COUNTRY CLUB PIER					
LIGHT.....	18885				
SPARROWS POINT					
DRYDOCK LIGHT P3.....	18810				
SPARROWS POINT ORE					
PIER LIGHTS.....	18740				
SPARROWS POINT					
BULKHEAD LIGHT A.....	18760				
Sparrows Point Steel Work					
Channel.....	18705				
Special Purpose Lighted					
Buoy B.....	18205				
SPENCER CREEK LIGHT 2.....	29620				
Spesutie Narrows.....	25555				
Spooner Creek.....	36800				
Spriggs Pond Warning					
Daybeacon A.....	18415				
Spring Garden Channel.....	19450				
Spring Point Warning					
Daybeacon.....	27650				
Spry Island Shoal Lighted					
Buoy 4.....	25130				
ST GEORGE CREEK					
JUNCTION LIGHT A.....	15085				
ST MICHAELS HARBOR					
ENTRANCE LIGHT 2.....	24255				
St. Catherine Sound.....	15615				
St. Catherine Sound Upper					
Entrance.....	15670				
St. Clement Bay.....	15555				
St. George Creek.....	15155				
St. Jerome Creek.....	17010				
St. John Creek Daybeacon 2.....	17195				
St. Jones River Warning					
Daybeacon.....	2095				
St. Julian Creek Lighted					
Marker A (Elizabeth River					
Southern Branch).....	9041.5				
St. Julian Creek Lighted					
Marker A (Elizabeth River					
Southern Branch).....	34910				
St. Leonard Creek Entrance					
Daybeacon 1.....	17330				
St. Marys River.....	15080				
St. Patrick Creek.....	15515				
St. Peters Creek.....	21535				
Stackhouse.....	28690				
Starling Creek.....	20585				
State Boundary Line.....	4875				
State Boundary Line					
Daybeacon G.....	20905				
State Boundary Line					
Watkins Point Daybeacon.....	20510				
Steel Pier Wreck Lighted					
Buoy WR.....	65				
Stillpond Creek.....	8020				
STINGRAY POINT LIGHT.....	6825				
STONE CONTAINER					
CORP. DOCK LIGHT 1.....	11290				
Stonehouse Cove.....	19170				
Stones Bay Warning					
Daybeacon.....	27620				
Stones Creek Warning					
Daybeacon.....	27615				
Stony Creek.....	18575				
STUMP NECK PIER					
LIGHT.....	16510				
Stumpy Point.....	29675				
Stumpy Point Bay.....	29660				
STUMPY POINT TARGET					
WARNING LIGHT E.....	29740				
Stutts Creek.....	13205				
Styron Bay Wreck					
Daybeacon.....	32060				
SUE ISLAND ENTRANCE					
LIGHT 1.....	25160				
Sugar Point Buoy 4A.....	260				
Sunken Island Junction.....	11350				
SUNNY POINT CUTOFF					
CHANNEL LIGHT 1.....	28475				
Sunny Point Terminal.....	28385				
SUNSET CREEK					
JUNCTION LIGHT.....	9890				
Surface Gunnery Area 7					
Lighted Buoy GA.....	350				
Surry Power Station.....	10605				
Susquehanna River.....	25635				
Swan Creek.....	24920				
Swan Point Shoal Warning					
Daybeacon.....	15870				
SWAN TERMINAL PIER					
LIGHT.....	9041.7				
Swann Point Junction					
Lighted Buoy.....	10925				
SWANN POINT SHOAL.....	10915				
Swanquarter Bay.....	30225				
Swansboro Coast Guard					
Channel.....	27415				
Swansboro Harbor.....	27405				
Swantown Creek.....	25510				
Swash.....	17130				
Swash Channel.....	26940				
T					
TACONY RANGE FRONT					
LIGHT.....	3470				
Tangier Island East Channel.....	20835				
Tangier Island Shoal Point					
Buoy 2.....	6905				
Tangier Island West Channel.....	20825				
Tangier Sound					
(POCOMOKE AND					
TANGIER SOUNDS (Chart					
12228).....	20810				
Tangier Sound (TANGIER					
SOUND - NORTHERN					
PART (Chart 12231).....	20910				
Tangier Sound (TANGIER					
SOUND - NORTHERN					
PART (Chart 12231).....	21585				
Tangier Sound Light.....	6885				
TANHOUSE CREEK					
ENTRANCE LIGHT 2.....	4865				
Tanker Anchorage.....	1965				
Tappahannock Channel					
Daybeacon 2.....	14135				
Tar Bay.....	22680				
Taylor Creek (Neuse River).....	31630				
Taylor Creek (Core Sound).....	32310				
Taylor Creek Daybeacon 1.....	13715				
Taylor Island Shoal Buoy 1.....	8065				
Teaches Hole Channel.....	26795				
Tedious Creek.....	22480				
TEXASGULF ENTRANCE					
LIGHT 1.....	30815				
Thimble Shoal Channel.....	8340				
Thimble Shoal Light.....	8450				
THIMBLE SHOAL					
TUNNEL SOUTH LIGHT.....	8380				
Thomas Point Shoal Light.....	7145				

INDEX

THOMPSON POINT		Upper Elk River.....	25965	West Branch Channel	
INTAKE LIGHT.....	3050	Upper Gunpowder River.....	25255	(YORK RIVER -	
Thorofare Channel		UPPER LILIPUT RANGE.....	28555	YORKTOWN AND	
(FENWICK ISLAND TO		Upper Machodoc Creek		VICINITY (Chart 12241)).....	12320
CHINCOTEAGUE INLET		Dahlgren Channel.....	16030	West Branch Channel	
(Chart 12211)).....	4640	UPPER MIDDLE		(YORK RIVER -	
Thorofare Channel		GROUND LIGHT UM.....	30185	YORKTOWN AND	
(OCRACOE INLET AND		UPPER MIDDLE		VICINITY (Chart 12241)).....	12375
NORTHERN CORE		GROUND WRECK LIGHT.....	30190	West Flats Daybeacon 1.....	9905
SOUND (Chart 11550)).....	31955	Upper Pocomoke River.....	20710	West Neck Creek.....	35240
Tideland Electrical Warning		Upper Potomac River		West Point Spit Junction	
Buoy.....	26630	(LOWER CEDAR POINT		Buoy.....	12715
TIDEWATER YACHT		TO MATTAWOMAN		West River.....	17655
NORTH ENTRANCE		CREEK (Chart 12288)).....	16145	WEST SEAPLANE BASIN	
LIGHT.....	9025	Upper Potomac River		ENTRANCE LIGHT 1.....	17230
TILGHMAN CREEK		(MATTAWOMAN CREEK		West Yeocomico River	
LIGHT 1.....	24130	TO GEORGETOWN (Chart		Daybeacon 4.....	15230
Tilghman Island.....	23915	12289)).....	16975	Western Branch	
Timberneck Creek		Upper Thorofare.....	21650	(NORFOLK HARBOR	
Daybeacon 2.....	12485	Urbanna Creek.....	13770	AND ELIZABETH RIVER	
Tinicum Island.....	3015	USN Aerial Gunnery Area		(Chart 12253)).....	8845
TINICUM RANGE.....	3030	Warning Daybeacon A.....	6895	Western Branch (CAPE	
Tolchester Light.....	7815	USN Aerial Gunnery Area		HENRY TO THIMBLE	
TOOLEYS CREEK LIGHT		Lighted Buoy A.....	6945	SHOAL LIGHT (Chart	
1.....	30535			12254)).....	9135
TORRESDALE LOWER		V		Western Branch	
RANGE.....	3490	VIRGINIA INSIDE		(Nansemond River).....	10115
Totuskey Creek.....	13970	PASSAGE LIGHT 124.....	6290	WESTMOUTH BAY	
TOWER LIGHT B.....	7770	Virginia Inside Passage.....	6430	LIGHT A.....	32215
Town Creek (Tred Avon		Virginia Power Comany		WHALE HEAD BAY	
River).....	23455	Fish Return Line		LIGHT 1.....	28960
Town Creek (Newport River).....	32398	Daybeacon.....	9042.2	Whay's Creek.....	14760
TOWN CREEK LIGHT 2.....	17255	VIRGINIA POWER WEST		White Creek.....	4410
Town Point Warning		TOWER LIGHT.....	10000	WHITE HILL RANGE.....	3965
Daybeacon.....	17260	VIRGINIA POWER WEST		White House Cove	
Townsend Inlet Shoals		TOWER PIER LIGHTS.....	10220	Daybeacon 1.....	12035
Lighted Bell Buoy 4A.....	80	VIRGINIA POWER		WHITE ROCKS LIGHT.....	18545
Townsend Inlet.....	1185	WHARF LIGHT.....	11505	Whitehall Creek.....	18255
Traps Bay Warning		VMRC NE Corner Reef		WHITEHURST	
Daybeacon.....	27530	Buoy.....	9410	ASSOCIATION PIER	
Tred Avon River.....	23400			LIGHTS.....	18475
Trent River.....	31785	W		Whitemarsh Creek	
Triple S. Marina.....	36515	Wachapreague Channel.....	6260	Daybeacon 1.....	17750
Trippe Bay Buoy 2.....	22895	WACHAPREAGUE		WHITESTONE POINT	
Trippe Creek Daybeacon 1.....	23525	CHANNEL LIGHT 10.....	5675	LIGHT.....	16695
TRITON LIGHT.....	17970	Wachapreague Inlet.....	6210	Whiting Creek.....	13756
TUE MARSHES LIGHT.....	12240	Wachapreague Inlet		Whittaker Creek.....	31265
TURKEY POINT LIGHT.....	8150	Radiobeacon.....	315	Wicomico Creek.....	21945
Turnagain Bay.....	31175	Wachapreague North Inlet		Wicomico River (Potomac	
Turner Creek Entrance		Buoy 1.....	6240	River).....	15650
Buoy 1.....	25480	Wallace Creek.....	22655	Wicomico River (HONGA,	
Turners Lump Buoy 2.....	300	WALLACE CREEK LIGHT		NANTICOKE, WICOMICO	
Tyler Cove Channel Buoy 1.....	22720	2.....	27675	RIVERS AND FISHING	
Tyler Creek.....	21225	Walter Slough.....	26290	BAY (Chart 12261)).....	21765
Tylers Beach Channel.....	10515	Wanchese Channel.....	26430	WICOMICO RIVER	
Tylerton Harbor Daybeacon		Ward Creek.....	21045	LIGHT 3W.....	15695
2.....	21255	Ware River.....	12945	WILDWOOD BEACH	
		Warwick River.....	10390	LIGHT 2.....	13950
U		Warwick River Buoy 1.....	23235	William P. Lane Jr.	
Underwater Storage Sewer		Washington Channel		(Chesapeake Bay) Bridge.....	7250
Marker Buoys.....	16965	Junction Buoy.....	16935	Willoughby Bay.....	9515
UPPER BROAD CREEK		Washington Channel.....	16975	WILLOUGHBY BOAT	
LIGHT 2.....	31520	WASHINGTON GAS		RAMP LIGHT.....	9550
UPPER BRUNSWICK		LIGHT CO PIER LIGHT.....	16960	WILLOW POINT SHOAL	
RANGE.....	28665	WATERLILY LIGHT 1W.....	28955	LIGHT.....	30400
Upper Chesapeake Channel		WATTS ISLAND		Wilmington Outfall	
(SANDY POINT TO		WARNING LIGHT.....	20245	Obstruction Daybeacon.....	28785
SUSQUEHANNA RIVER		Wavetown Shellfish Buoy AA.....	32700	Wilmington Short Cut.....	37725
(Chart 12273)).....	7650	Webster Cove.....	21885	WILSON POINT	
Upper Chesapeake Channel		Weems Creek Junction		JUNCTION LIGHT.....	25175
(SANDY POINT TO		Daybeacon WC.....	18125	Wimble Shoals Lighted	
SUSQUEHANNA RIVER		Wells Cove.....	24465	Buoy 10.....	525
(Chart 12273)).....	7745	West Bay.....	31030	WINDMILL POINT LIGHT.....	6830
Upper Delaware River.....	3400	West Bluff Daybeacon 1.....	30135	Windmill Point Marina.....	13495
Upper Edge Creek.....	23825			Winter Harbor.....	13105

INDEX

Winter Quarter Shoal Buoy 5.....	270
Wishart Point Channel.....	5235
Wolf Trap Degaussing Lighted Bell Buoy WT2.....	6805
Wolf Trap Light.....	6800
Wormley Creek Marina.....	12350
Worton Creek.....	25415
WORTON POINT LIGHT.....	7990

Wright Creek.....	30420
Wrightsville Channel.....	28019
Wye East River Daybeacon 2.....	24225
Wye River.....	24180
Wysocking Bay.....	29810

Y

Yacht Anchorage Buoy A.....	3765
Yeocomico River.....	15220
York River.....	12130
YORK SPIT LIGHT.....	12190
York Spit Swash Channel.....	12740
YORKTOWN COFFERDAM LIGHT 1.....	12455
Young Creek Daybeacon 2.....	20455

PART 2 - SECTION B

COAST PILOT 3

Atlantic Coast

covering

CHESAPEAKE BAY ENTRANCE and approaches

for

general information refer to PART 1, SECTION B

contents found on page vii

United States Coast Pilot

3

Atlantic Coast: Sandy Hook to Cape Henry



U.S. DEPARTMENT OF COMMERCE

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National Oceanic and Atmospheric Administration (NOAA)

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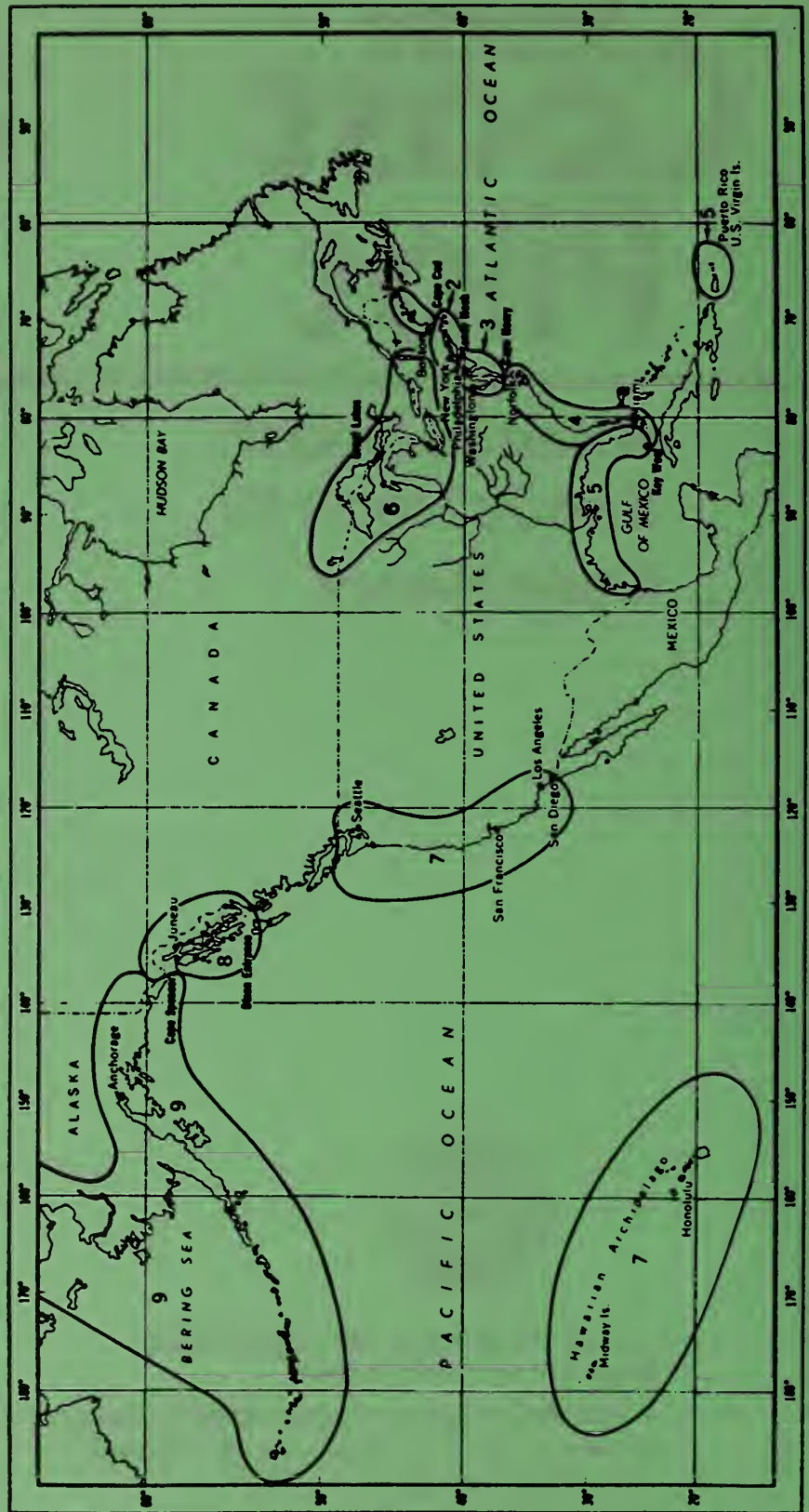
LIMITS OF UNITED STATES COAST PILOTS

Atlantic Coast

- 1 Eastport to Cape Cod
- 2 Cape Cod to Sandy Hook
- 3 Sandy Hook to Cape Henry
- 4 Cape Henry to Key West
- 5 Gulf of Mexico, Puerto Rico, and Virgin Islands

Pacific Coast

- 6 California, Oregon, Washington, and Hawaii
- 7 Alaska -- Dixon Entrance to Cape Spencer
- 8 Alaska -- Cape Spencer to Beaufort Sea
- 9 Great Lakes
- 10 The Lakes and their Connecting Waterways



Preface

The United States Coast Pilot is published by the National Ocean Service (NOS), Charting and Geodetic Services (C&GS), National Oceanic and Atmospheric Administration (NOAA), pursuant to the Act of 6 August 1947 (33 U.S.C. 883a and b), and the Act of 22 October 1968 (44 U.S.C. 1310).

The Coast Pilot supplements the navigational information shown on the nautical charts. The sources for updating the Coast Pilot include but are not limited to field inspections conducted by NOAA, information published in Notices to Mariners, reports from NOAA Hydrographic vessels and field parties, information from other Government agencies, State and local governments, maritime and pilotage associations, port authorities, and mariners.

This volume of Coast Pilot 3, Atlantic Coast, Sandy Hook to Cape Henry, cancels the 1991 (28th) Edition.

Notice.—Amendments are issued to this publication through U.S. Coast Guard Local Notices to Mariners. A subscription to the Local Notice to Mariners is available upon application to the appropriate Coast Guard District Commander (Aids to Navigation Branch). Consult appendix for address. All amendments are also issued in Defense Mapping Agency Notices to Mariners.

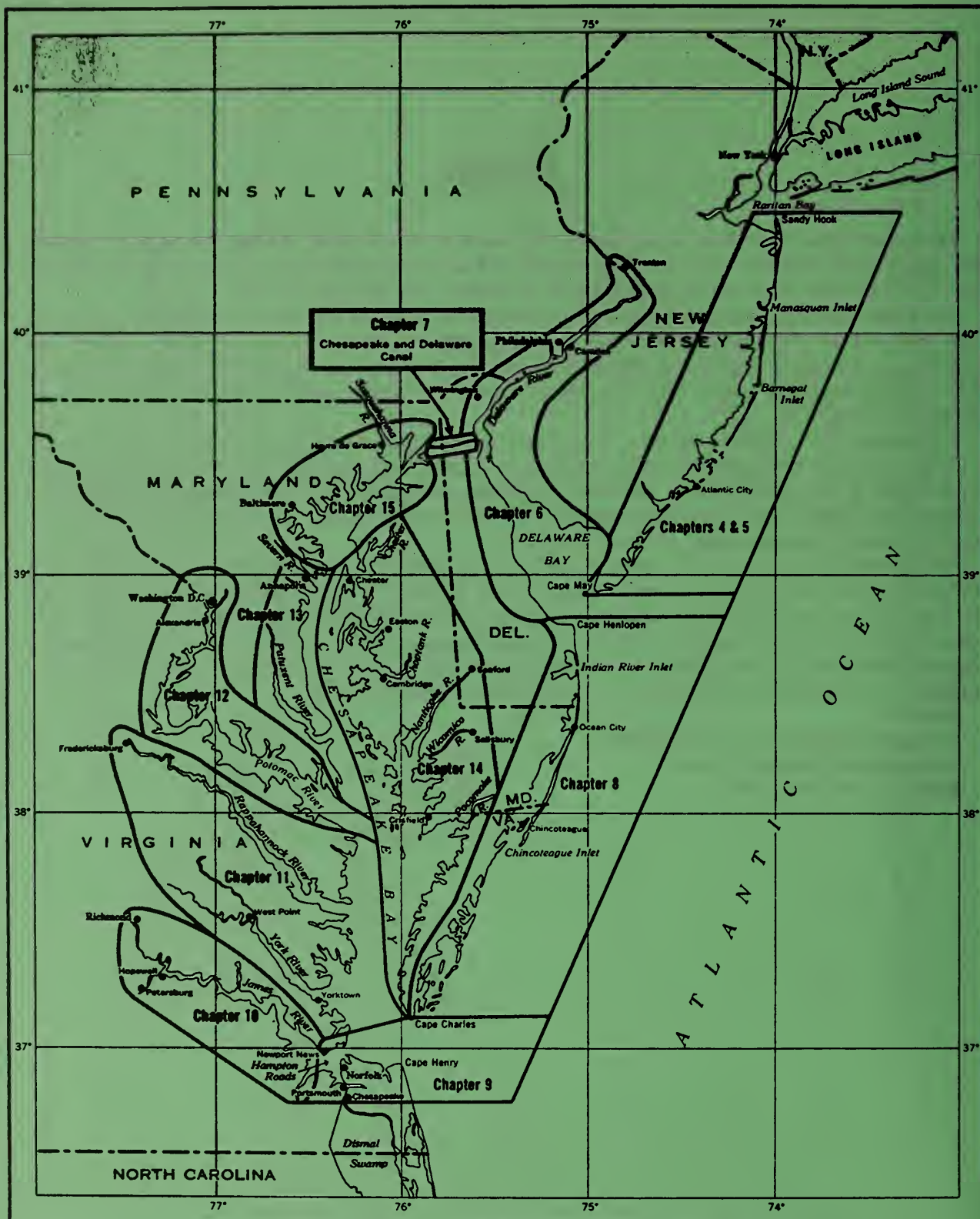
Mariners and others are urged to report promptly to the National Ocean Service errors, omissions, or any conditions found to differ from or to be additional to those published in the Coast Pilot or shown on the charts in order that they may be fully investigated and proper corrections made. A Coast Pilot Report form is included in the back of this book and a Marine Information Report form is published in the Defense Mapping Agency Hydrographic/Topographic Center Notice to Mariners for your convenience. These reports and/or suggestions for increasing the usefulness of the Coast Pilot should be sent to

Director,

Coast and Geodetic Survey (N/CG2211),

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Rockville, MD 20852-3806.



COAST PILOT 3 - GRAPHIC CHAPTER INDEX

Contents

	Page
Chapter 3. Sandy Hook to Cape Henry	72
Chapter 8. Virginia Seacoast	131
Chapter 9. Chesapeake Bay Entrance	133
Chapter 11. Chesapeake Bay, York & Rappahannock Rivers	150
Chapter 14. Chesapeake Bay, Eastern Shore	186
Distance Tables.....	(Follow Chapters)
Index	(Follows Tables)

(184) (b) The regulations. This anchorage is reserved for the exclusive use of naval vessels and except in cases of emergency, no other vessel shall anchor therein without permission from the local naval authorities, obtained through the Captain of the Port, Norfolk, Virginia. Movement of vessels through the anchorage will not be restricted.

(185) §110.168 Hampton Roads, Virginia, and adjacent waters.

(186) (a) Anchorage Grounds—(1) Cape Henry Anchorage. Anchorage A (Naval Anchorage). The waters bounded by the shoreline and a line connecting the following points:

(187) 36°55'33.0"N., 76°02'47.0"W.

(188) 36°57'02.8"N., 76°03'02.6"W.

(189) 36°56'45.0"N., 76°01'30.0"W.

(190) 36°55'54.0"N., 76°01'37.0"W.

(191) (2) Chesapeake Bay, Thimble Shoals Channel Anchorages—(i) Anchorage B (Naval Anchorage). The waters bounded by a line connecting the following points:

(192) 36°57'58.0"N., 76°06'07.0"W.

(193) 36°57'11.0"N., 76°03'02.1"W.

(194) 36°55'48.8"N., 76°03'14.0"W.

(195) 36°56'31.8"N., 76°06'07.0"W.

(196) 36°57'04.0"N., 76°06'07.0"W.

(197) 36°57'08.5"N., 76°06'24.5"W.

(198) (ii) Anchorage C (Naval Anchorage). The waters bounded by a line connecting the following points:

(199) 36°58'54.8"N., 76°09'41.5"W.

(200) 36°58'18.8"N., 76°07'18.0"W.

(201) 36°57'27.0"N., 76°07'37.5"W.

(202) 36°58'04.0"N., 76°10'00.0"W.

(203) (iii) Anchorage D (Naval Anchorage). The waters bounded by the shoreline and a line connecting the following points:

(204) 36°55'49.0"N., 76°10'32.8"W.

(205) 36°58'04.0"N., 76°10'02.1"W.

(206) 36°57'31.2"N., 76°07'54.8"W.

(207) 36°55'24.1"N., 76°08'28.8"W.

(208) (iv) Anchorage E (Commercial Explosive Anchorage). The waters bounded by a line connecting the following points:

(209) 36°59'58.7"N., 76°13'47.0"W.

(210) 36°59'08.2"N., 76°10'33.8"W.

(211) 36°58'13.0"N., 76°10'51.8"W.

(212) 36°59'02.0"N., 76°14'10.2"W.

(213) (A) Explosive Handling Berth E-1: (Explosives Anchorage Berth): The waters bounded by the arc of a circle with a radius of 500 yards and with the center located at:

(214) 36°59'05.0"N., 76°11'23.0"W.

(215) (3) Hampton Roads Anchorages—(i) Anchorage F, Hampton Bar. The waters bounded by a line connecting the following points:

(216) 36°59'51.6"N., 76°19'12.0"W.

(217) 36°59'25.2"N., 76°18'48.5"W.

(218) 36°58'49.1"N., 76°19'33.8"W.

(219) 36°59'25.0"N., 76°20'07.0"W.

(220) (A) Anchorage Berth F-1. The waters bounded by the arc of a circle with a radius of 400 yards and with the center located at:

(221) 36°59'16.7"N., 76°19'39.0"W.

(222) (B) Anchorage Berth F-2. The waters bounded by the arc of a circle with a radius of 400 yards and with the center located at:

(223) 36°59'31.8"N., 76°19'16.0"W.

(224) (ii) Anchorage G, Hampton Flats (Naval Explosives Anchorage). The waters bounded by a line connecting the following points:

(225) 36°59'25.0"N., 76°20'07.0"W.

(226) 36°58'49.1"N., 76°19'33.8"W.

(227) 36°57'41.4"N., 76°21'07.7"W.

(228) 36°57'34.6"N., 76°21'26.7"W.

(229) 36°57'31.1"N., 76°22'01.9"W.

(230) 36°57'07.0"N., 76°22'03.0"W.

(231) 36°58'54.8"N., 76°21'42.6"W.

(232) (A) Explosives Handling Berth G-1. The waters bounded by the arc of a circle with a radius of 500 yards and with the center located at:

(233) 36°57'50.0"N., 76°21'37.0"W.

(234) (B) Explosives Handling Berth G-2. The waters bounded by the arc of a circle with a radius of 500 yards and with the center located at:

(235) 36°58'14.0"N., 76°21'01.5"W.

(236) (C) Explosives Handling Berth G-3. The waters bounded by the arc of a circle with a radius of 500 yards and with the center located at:

(237) 36°58'34.5"N., 76°20'31.0"W.

(238) (D) Explosives Handling Berth G-4. The waters bounded by the arc of a circle with a radius of 500 yards and with the center located at:

(239) 36°58'53.4"N., 76°20'05.0"W.

(240) (iii) Anchorage H, Newport New Bar. The waters bounded by a line connecting the following points:

(241) 36°58'07.0"N., 76°22'03.0"W.

(242) 36°57'31.1"N., 76°22'01.9"W.

(243) 36°57'18.0"N., 76°24'11.2"W.

(244) 36°57'38.3"N., 76°24'20.0"W.

(245) 36°57'51.8"N., 76°22'31.0"W.

(246) (4) James River Anchorage—(i) Anchorage I, Newport News. The waters bounded by a line connecting the following points:

(247) 36°57'06.7"N., 76°24'44.3"W.

(248) 36°56'22.6"N., 76°24'28.0"W.

(249) 36°56'03.0"N., 76°24'37.0"W.

(250) 36°57'53.7"N., 76°26'41.5"W.

(251) 36°58'23.0"N., 76°27'11.0"W.

(252) 36°58'48.5"N., 76°27'11.0"W.

(253) 36°58'35.4"N., 76°26'38.4"W.

(254) 36°57'51.7"N., 76°26'02.8"W.

(255) 36°57'30.6"N., 76°25'34.5"W.

(256) (A) Anchorage Berth I-1. The waters bounded by the arc of a circle with a radius of 400 yards and with the center located at:

(257) 36°57'08.5"N., 76°25'21.6"W.

(258) (B) Anchorage Berth I-2. The waters bounded by the arc of a circle with a radius of 400 yards and with the center located at:

(259) 36°57'22.4"N., 76°25'47.7"W.

(260) (ii) Anchorage J, Newport News Middle Ground. The waters bounded by a line connecting the following points:

(261) 36°57'21.0"N., 76°22'22.1"W.

(262) 36°56'46.5"N., 76°22'39.3"W.

(263) 36°56'25.3"N., 76°23'48.0"W.

(264) 36°57'10.2"N., 76°24'09.9"W.

(265) (iii) Anchorage K, Newport News Middle Ground. The waters bounded by a line connecting the following points:

(266) 36°57'55.8"N., 76°20'20.1"W.

(267) 36°57'07.9"N., 76°20'32.2"W.

(268) 36°56'48.8"N., 76°20'32.2"W.

(269) 36°55'59.9"N., 76°22'11.7"W.

(270) 36°55'59.9"N., 76°24'00.0"W.

(271) 36°56'25.3"N., 76°23'48.0"W.

(272) 36°56'46.5"N., 76°22'39.3"W.

(273) 36°57'21.0"N., 76°22'22.1"W.

(274) 36°57'28.1"N., 76°21'11.7"W.

Subpart B—Regulated Navigation Areas**(1113) §165.10 Regulated navigation area.**

(1114) A regulated navigation area is a water area within a defined boundary for which regulations for vessels navigating within the area have been established under this part.

(1115) §165.11 Vessel operating requirements (regulations).

(1116) Each District Commander may control vessel traffic in an area which is determined to have hazardous conditions, by issuing regulations—

(1117) (a) Specifying times of vessel entry, movement, or departure to, from, within, or through ports, harbors, or other waters;

(1118) (b) Establishing vessel size, speed, draft limitations, and operating conditions; and

(1119) (c) Restricting vessel operation, in a hazardous area or under hazardous conditions, to vessels which have particular operating characteristics or capabilities which are considered necessary for safe operation under the circumstances.

(1120) §165.13 General regulations.

(1121) (a) The master of a vessel in a regulated navigation area shall operate the vessel in accordance with the regulations contained in Subpart F.

(1122) (b) No person may cause or authorize the operation of a vessel in a regulated navigation area contrary to the regulations in this Part.

Subpart C—Safety Zones**(1123) §165.20 Safety zones.**

(1124) A Safety Zone is a water area, shore area, or water and shore area to which, for safety or environmental purposes, access is limited to authorized persons, vehicles, or vessels. It may be stationary and described by fixed limits or it may be described as a zone around a vessel in motion.

(1125) §165.23 General regulations.

(1126) Unless otherwise provided in this part—

(1127) (a) No person may enter a safety zone unless authorized by the COTP or the District Commander;

(1128) (b) No person may bring or cause to be brought into a safety zone any vehicle, vessel, or object unless authorized by the COTP or the District Commander;

(1129) (c) No person may remain in a safety zone or allow any vehicle, vessel, or object to remain in a safety zone unless authorized by the COTP or the District Commander; and

(1130) (d) Each person in a safety zone who has notice of a lawful order or direction shall obey the order or direction of the COTP or District Commander issued to carry out the purposes of this subpart.

Subpart D—Security Zones**(1131) §165.30 Security zones.**

(1132) (a) A security zone is an area of land, water, or land and water which is so designated by the Captain of the Port or District Commander for such time as is necessary to prevent damage or injury to any vessel or waterfront facility, to safeguard ports, harbors, territories, or waters of the United States or to secure the observance of the rights and obligations of the United States.

(1133) (b) The purpose of a security zone is to safeguard from destruction, loss, or injury from sabotage or other subversive acts, accidents, or other causes of a similar nature—

(1134) (1) Vessels,

(1135) (2) Harbors,

(1136) (3) Ports and

(1137) (4) Waterfront facilities— in the United States and all territory and water, continental or insular, that is subject to the jurisdiction of the United States.

(1138) §165.33 General regulations.

(1139) Unless otherwise provided in the special regulations in Subpart F of this part—

(1140) (a) No person or vessel may enter or remain in a security zone without the permission of the Captain of the Port;

(1141) (b) Each person and vessel in a security zone shall obey any direction or order of the Captain of the Port;

(1142) (c) The Captain of the Port may take possession and control of any vessel in the security zone;

(1143) (d) The Captain of the Port may remove any person, vessel, article, or thing from a security zone;

(1144) (e) No person may board, or take or place any article or thing on board, any vessel in a security zone without the permission of the Captain of the Port; and

(1145) (f) No person may take or place any article or thing upon any waterfront facility in a security zone without the permission of the Captain of the Port.

Subpart E—Restricted Waterfront Areas**(1146) §165.40 Restricted Waterfront Areas.**

(1147) The Commandant, may direct the COTP to prevent access to waterfront facilities, and port and harbor areas, including vessels and harbor craft therein. This section may apply to persons who do not possess the credentials outlined in 33 CFR 125.09 when certain shipping activities are conducted that are outlined in 33 CFR 125.15.

Subpart F—Specific Regulated Navigation Areas and Limited Access Areas**(1148) §165.501 Chesapeake Bay Entrance and Hampton Roads, Virginia and Adjacent Waters—Regulated Navigation Area.**

(1149) (a) Regulated Navigation Area. The waters enclosed by the shoreline and the following lines are a Regulated Navigation Area:

(1150) (1) A line drawn across the entrance to Chesapeake Bay between Wise Point and Cape Charles Light, and then continuing to Cape Henry Light.

(1151) (2) A line drawn across the Chesapeake Bay between Old Point Comfort Light and Cape Charles City Range “A” Rear Light.

(1152) (3) A line drawn across the James River along the eastern side of the U.S. Route 17 highway bridge, between Newport News and Isle of Wight County, Virginia.

(1153) (4) A line drawn across Chuckatuck Creek along the northern side of the north span of the U.S. Route 17 highway bridge, between Isle of Wight County and Suffolk, Virginia.

(1154) (5) A line drawn across the Nansemond River along the northern side of the Mills Godwin (U.S. Route 17) Bridge, Suffolk, Virginia.

(1155) (6) A line drawn across the mouth of Bennetts Creek, Suffolk, Virginia.

(1156) (7) A line drawn across the Western Branch of the Elizabeth River along the eastern side of the West Norfolk Bridge, Portsmouth, Virginia.

(1157) (8) A line drawn across the Southern Branch of the Elizabeth River along the northern side of the I-64 highway bridge, Chesapeake, Virginia.

(1158) (9) A line drawn across the Eastern Branch of the Elizabeth River along the western side of the west span of the Campostella Bridge, Norfolk, Virginia.

(1159) (10) A line drawn across the Lafayette River along the western side of the Hampton Boulevard Bridge, Norfolk, Virginia.

(1160) (11) A line drawn across Little Creek along the eastern side of the Ocean View Avenue (U.S. Route 60) Bridge, Norfolk, Virginia.

(1161) (12) A line drawn across Lynnhaven Inlet along the northern side of the Shore Drive (U.S. Route 60) Bridge, Virginia Beach, Virginia.

(1162) (b) Definitions. In this section:

(1163) (1) "CBBT" means the Chesapeake Bay Bridge Tunnel.

(1164) (2) "Thimble Shoal Channel" consists of the waters bounded by a line connecting Thimble Shoal Channel Lighted Bell Buoy 1TS, thence to Lighted Gong Buoy 17, thence to Lighted Buoy 19, thence to Lighted Buoy 21, thence to Lighted Buoy 22, thence to Lighted Buoy 18, thence to Lighted Buoy 2, thence to the beginning.

(1165) (3) "Thimble Shoal North Auxiliary Channel" consists of the waters in a rectangular area 450 feet wide adjacent to the north side of Thimble Shoal Channel, the southern boundary of which extends from Thimble Shoal Channel Lighted Buoy 2 to Lighted Buoy 18.

(1166) (4) "Thimble Shoal South Auxiliary Channel" consists of the waters in a rectangular area 450 feet wide adjacent to the south side of the Thimble Shoal Channel, the northern boundary of which extends from Thimble Shoal Channel Lighted Bell Buoy 1TS, thence to Lighted Gong Buoy 17 thence to Lighted Buoy 19, thence to Lighted Buoy 21.

(1167) (c) Applicability. This section applies to all vessels operating within the Regulated Navigation Area, including naval and public vessels, except vessels that are engaged in the following operations:

(1168) (1) Law Enforcement

(1169) (2) Servicing aids to navigation

(1170) (3) Surveying, maintenance, or improvement of waters in the Regulated Navigation Area.

(1171) (d) Regulations.-(1) Anchoring restrictions.

(1172) (i) No vessel over 65 feet long may anchor or moor in this Regulated Navigation Area outside an anchorage designated in §110.168 of this title, unless:

(1173) (A) The vessel has the permission of the Captain of the Port.

(1174) (B) The vessel is carrying explosives for use on river or harbor works or on other work under a permit issued by the District Engineer, Corps of Engineers, and the vessel is anchored in or near the vicinity of the work site. The District Engineer shall prescribe the quantities of explosives allowed on the vessel and the conditions under which the vessel may store or handle explosives. The vessel may not anchor unless a copy of the permit and instructions relating to the carriage and handling of explosives from the Corps of Engineers to the vessel or contractor are provided to the Captain of the Port before the vessel anchors.

(1175) (ii) A vessel may anchor in a channel with the permission of the Captain of the Port, if the vessel is authorized by the District Engineer to engage in recovery of sunken property, to lay or repair a legally established pipeline or cable, or to engage in dredging operations.

(1176) (iii) A vessel engaged in river and harbor improvement work under the supervision of the District Engineer may anchor in a channel, if the District Engineer notifies the Captain of the Port in advance of the start of the work.

(1177) (iv) Except as provided in paragraphs (d)(1)(ii) and (iii) of this section, a vessel may not anchor in a channel unless it is unable to proceed without endangering the safety of persons, property, or the environment.

(1178) (v) A vessel that is anchored in a channel because it is unable to proceed without endangering the safety of persons, property or the environment, shall:

(1179) (A) Not anchor, if possible, within a cable or pipeline area.

(1180) (B) Not obstruct or endanger the passage of any vessel.

(1181) (C) Anchor near the edge of the channel, if possible.

(1182) (D) Not interfere with the free navigation of any channel.

(1183) (E) Not obstruct the approach to any pier.

(1184) (F) Not obstruct aids to navigation or interfere with range lights.

(1185) (G) Move to a designated anchorage or get underway as soon as possible or when directed by the Captain of the Port.

(1186) (vi) A vessel may not anchor within the confines of Little Creek Harbor, Desert Cove, or Little Creek Cove without the permission of the Captain of the Port. The Captain of the Port shall consult with the Commander, Naval Amphibious Base Little Creek, before granting permission to anchor within this area.

(1187) (2) Secondary Towing Rig Requirements. (i) A vessel over 100 gross tons may not be towed in this Regulated Navigation Area unless it is equipped with a secondary towing rig, in addition to its primary towing rig, that:

(1188) (A) Is of sufficient strength for towing the vessel.

(1189) (B) Has a connecting device that can receive a shackle pin of at least two inches in diameter.

(1190) (C) Is fitted with a recovery pickup line led outboard of the vessel's hull.

(1191) (ii) A tow consisting of two or more vessels, each of which is less than 100 gross tons, that has a total gross tonnage that is over 100 gross tons, shall be equipped with a secondary towing rig between each vessel in tow, in addition to its primary towing rigs, while the tow is operating within this Regulated Navigation Area. The secondary towing rig must:

(1192) (A) Be of sufficient strength for towing the vessels.

(1193) (B) Have connecting devices that can receive a shackle pin of at least two inches in diameter.

(1194) (C) Be fitted with recovery pickup lines led outboard of the vessels' hulls.

(1195) (3) Anchoring Detail Requirements. A self-propelled vessel over 100 gross tons, which is equipped with an anchor or anchors (other than a tugboat equipped with bow fenderwork of a type of construction that prevents an anchor being rigged for quick release), that is underway within two nautical miles of the CBBT or the I-664 Bridge Tunnel shall station its personnel at locations on the vessel without delay in an emergency.

(1196) (4) Draft Limitations. A vessel drawing less than 25 feet may not enter the Thimble Shoal Channel, unless the vessel is crossing the channel. Channel crossings shall be made as perpendicular to the channel axis as possible.

(1197) (5) Traffic Directions. (i) Except when crossing the channel, a vessel in the Thimble Shoal North Auxiliary Channel shall proceed in a westbound direction.

(1198) (ii) Except when crossing the channel, a vessel in the Thimble Shoal South Auxiliary Channel shall proceed in an eastbound direction.

(1199) (6) Restrictions of Vessels With Impaired Maneuverability.-(i) Before entry. A vessel over 100 gross tons whose ability to maneuver is impaired by hazardous weather, defective steering equipment, defective main propulsion machinery, or other damage, may not enter the Regulated Navigation Area without the permission of the Captain of the Port, unless the vessel is attended by one or more tugboats with sufficient total power to ensure the vessel's safe passage through the Regulated Navigation Area.

(1200) (ii) After entry. The master of a vessel over 100 gross tons, which is underway in the Regulated Navigation Area, shall, as soon as possible, do the following, if the vessel's ability to maneuver becomes impaired for any reason:

(1201) (A) Report the impairment to the Captain of the Port.

(1202) (B) Unless the Captain of the Port waives this requirement, have one or more tugboats with sufficient total power to ensure the vessel's safe passage through the Regulated Navigation Area, attend the vessel.

(1203) (7) Requirements for Navigation Charts, Radars, and Pilots. No vessel over 100 gross tons may enter the Regulated Navigation Area, unless it has on board:

(1204) (i) Corrected charts of the Regulated Navigation Area.

(1205) (ii) An operative radar during periods of reduced visibility; or

(1206) (iii) A pilot or other person on board with previous experience navigating vessel on the waters of the Regulated Navigation Area.

(1207) (8) Emergency Procedures. (i) Except as provided in paragraphs (d)(8)(ii) and (iii) of this section, in an emergency any vessel may deviate from the regulations in this section to the extent necessary to avoid endangering the safety of persons, property, or the environment.

(1208) (ii) A vessel over 100 gross tons with an emergency that is located within two nautical miles of the CBBT or I-664 Bridge Tunnel (other than a self-propelled vessel that is capable of getting underway in 30 minutes, has sufficient power to avoid any bridge, tunnel island, or vessel, and whose maneuverability is not impaired by a steering equipment or main propulsion defect):

(1209) (A) Shall notify the Captain of the Port of its location and the nature of the emergency, as soon as possible.

(1210) (B) May not anchor outside an anchorage designated in §110.168 of this title, unless the vessel is unable to proceed to an anchorage without endangering the safety of persons, property, or the environment.

(1211) (C) Shall make arrangements for one or more vessels to attend the vessel, with sufficient power to keep the vessel in position.

(1212) (iii) If a vessel over 100 gross tons must anchor outside an anchorage because the vessel is unable to proceed without endangering the safety of persons, property, or the environment, the vessel shall:

(1213) (A) Not anchor, if possible, within a cable or pipeline area.

(1214) (B) Not obstruct or endanger the passage of any vessel.

(1215) (C) Not interfere with the free navigation of any channel.

(1216) (D) Not obstruct the approach to any pier.

(1217) (E) Not obstruct aids to navigation or interfere with range lights.

(1218) (F) Move to a designated anchorage or get underway as soon as possible or when directed by the Captain of the Port.

(1219) (9) Vessel Speed Limits on Little Creek. A vessel may not proceed at a speed over five knots between the Route 60 bridge and the mouth of Fishermans Cove (Northwest Branch of Little Creek).

(1220) (10) Vessel Speed Limits on the Southern Branch of the Elizabeth River. A vessel may not proceed at a speed over six knots between the junction of the Southern and Eastern Branches of the Elizabeth River and the Norfolk and Portsmouth Belt Line Railroad Bridge between Chesapeake and Portsmouth, Virginia.

(1221) (11) Restrictions on Vessel Operations During Aircraft Carrier and Other Large Naval Vessel Transits of the Elizabeth River. (i) Except for a vessel that is moored at a marina, wharf, or pier or that is anchored, no vessel may, without the permission of the Captain of the Port, come within or remain within 500 yards from a naval aircraft carrier or other large naval vessel, which is restricted in its ability to maneuver in the confined waters, while the aircraft carrier or large naval vessel is transiting the Elizabeth River between the Norfolk Naval Base, Norfolk, Virginia, and the Norfolk Naval Shipyard, Portsmouth, Virginia.

(1222) (ii) The permission required by paragraph (d)(11)(i) of this section may be obtained from a designated representative of the Captain of the Port, including the duty officer at the Coast Guard Marine Safety Office, Hampton Roads, or from the Coast Guard patrol commander.

(1223) (iii) The Captain of the Port issues a Broadcast Notice to Mariners to inform the marine community of scheduled vessel movements that are covered by paragraph (d)(11) of this section.

(1224) (iv) Notwithstanding paragraph (d)(11)(i) of this section, a vessel may not remain moored at the Elizabeth River Ferry dock at the foot of High Street in Portsmouth, Virginia, when the dock is within a safety zone for a naval aircraft carrier or other large naval vessel.

(1225) (12) Restrictions on Vessel Operations During Liquefied Petroleum Gas Carrier Movements on the Chesapeake Bay and Elizabeth River. (i) Except for a vessel that is moored at a marina, wharf, or pier or that is anchored, and which remains moored or at anchor, no vessel may, without the permission of the Captain of the Port, come within or remain within 250 feet from the port and starboard sides and 300 feet from the bow and stern of a vessel that is carrying liquefied petroleum gas in bulk as cargo, while the gas carrier transits between Thimble Shoal Lighted Buoy 3 and the Atlantic Energy Terminal on the Southern Branch of the Elizabeth River.

(1226) (ii) The permission required by paragraph (d)(12)(i) of this section may be obtained from a designated representative of the Captain of the Port, including the duty officer at the Coast Guard Marine Safety Office, Hampton Roads, or from the Coast Guard patrol commander.

(1227) (iii) A vessel that has carried liquefied petroleum gas in a tank is carrying the liquefied petroleum gas as cargo for the purposes of paragraph (d)(12)(i) of this section, unless the tank has been gas freed since liquefied petroleum gas was last carried as cargo.

(1228) (iv) The Captain of the Port issues a Broadcast Notice to Mariners to inform the marine community of scheduled vessel movements that are covered by paragraph (d)(12) of this section.

(1229) (v) Notwithstanding paragraph (d)(12)(i) of this section, a vessel may not remain moored at the Elizabeth River Ferry dock at the foot of High Street in Portsmouth, Virginia, when the dock is within a safety zone for a liquefied petroleum gas carrier.

(1230) (13) Restrictions on the Use of the Elizabeth River Ferry Dock at the Foot of High Street, Portsmouth, Virginia.

(1231) (i) No vessels, other than those being operated as ferries for the Tidewater Transportation District Commission, may embark or disembark passengers or otherwise moor at the Elizabeth River Ferry dock at the foot of High Street, Portsmouth, Virginia.

(1232) (ii) Any vessel being operated for the Tidewater Transportation District Commission may not moor at the dock longer than necessary to embark passengers awaiting

area (prohibited). A rectangular area surrounding Piers 1 and 2, Naval Weapons Station, and extending upstream therefrom, beginning at a point on the shore line at latitude 37°15'25" N., longitude 76°32'32" W.; thence to latitude 37°15'42" N., longitude 76°32'06" W.; thence to latitude 37°15'27" N., longitude 76°31'48" W.; thence to latitude 37°15'05" N., longitude 76°31'27" W.; thence to a point on the shore line at latitude 37°14'51" N., longitude 76°31'50" W.; and thence along the shore line to the point of beginning.

(1623) (2) Naval mine service-testing area (restricted). A rectangular area adjacent to the northeast boundary of the prohibited area described in subparagraph (1) of this paragraph, beginning at latitude 37°16'00" N., longitude 76°32'29" W.; thence to latitude 37°16'23" N., longitude 76°32'00" W.; thence to latitude 37°15'27" N., longitude 76°30'54" W.; thence to latitude 37°15'05" N., longitude 76°31'27" W.; thence to latitude 37°15'27" N., longitude 76°31'48" W.; thence to latitude 37°15'42" N., longitude 76°32'06" W.; thence to latitude 37°15'40" N., longitude 76°32'09" W.; and thence to the point of beginning.

(1624) (3) Explosives-Handling Berth (Naval). A circular area of 600 yards radius with its center at latitude 37°13'56" N., longitude 76°28'48" W.

(1625) (b) The regulations. (1) All persons and all vessels other than naval craft are forbidden to enter the prohibited area described in paragraph (a)(1) of this section.

(1626) (2) Trawling, dragging, and net-fishing are prohibited, and no permanent obstructions may at any time be placed in the area described in paragraph (a) (2) of this section. Upon official notification, any vessel anchored in the area and any person in the area will be required to vacate the area during the actual mine-laying operation. Persons and vessels entering the area during mine-laying operations by aircraft must proceed directly through the area without delay, except in case of emergency. Naval authorities are required to publish advance notice of mine-laying and/or retrieving operations scheduled to be carried on in the area, and during such published periods of operation, fishing or other aquatic activities are forbidden in the area. No vessel will be denied passage through the area at any time during either mine-laying or retrieving operations.

(1627) (3) The Explosives-Handling Berth (Naval) described in paragraph (a)(3) of this section is reserved for the exclusive use of naval vessels and except in cases of emergency no other vessel shall anchor therein without the permission of local naval authorities, obtained through the Captain of the Port, U.S. Coast Guard, Norfolk, Va. There shall be no restriction on the movement of vessels through the Explosive-Handling Berth.

(1628) (4) Vessels shall not be anchored, nor shall persons in the water approach within 300 yards of the perimeter of the Explosives-Handling Berth when that berth is occupied by a vessel handling explosives.

(1629) (5) The regulations of this section shall be enforced by the Commander, Naval Base, Norfolk, Virginia, and such agencies as he may designate.

(1630) §334.270 York River adjacent to Cheatham Annex Depot, Naval Supply Center, Williamsburg, Virginia; restricted area. (a) The area. The waters of York River bounded as follows: Beginning at a point on shore at Cheatham Annex Depot at latitude 37°17'14" N., longitude 76°35'38" W.; thence to a point offshore at latitude 37°17'52" N., longitude 76°35'20" W.; thence approximately parallel to the shore to a point at latitude 37°17'23" N., longitude 76°34'39" W.; thence to the shore at latitude 37°16'58" N., longitude 76°35'03" W.; and thence along the shore at Cheatham Annex Depot to the point of beginning.

(1631) (b) The regulations. (1) No loitering will be permitted within the area. Oystermen may work their own leaseholds or public bottom within the area, provided they obtain special permission from the Officer in Charge, Cheatham Annex Depot, Naval Supply Center, Williamsburg, Virginia.

(1632) (2) The regulations in this section shall be enforced by the Officer in Charge, Cheatham Annex Depot, U.S. Naval Supply Center, Williamsburg, Virginia.

(1633) §334.280 James River between the entrance to Skiffes Creek and Mulberry Point, Va.; Army training and small craft testing area. (a) The restricted area. Beginning on the shore at latitude 37°09'54" N., longitude 76°36'25" W.; thence westerly to latitude 37°09'50" N., longitude 76°37'45.5" W.; thence southerly to latitude 37°09'00" N., longitude 76°38'05" W.; thence southerly to latitude 37°08'22" N., longitude 76°37'55" W.; thence due east to the shore at latitude 37°08'22" N., longitude 76°37'22" W.; thence northerly along the shore to the point of beginning.

(1634) (b) The regulations. (1) No vessels other than Department of the Army vessels, and no persons other than persons embarked in such vessels shall remain in or enter the restricted area except as provided in paragraph (b)(2) of this section.

(1635) (2) Nothing in the regulations of this section shall prevent the harvesting and cultivation of oyster beds or the setting of fish traps within the restricted area under regulations of the Department of the Army, nor will the passage of fishing vessels to or from authorized traps be unreasonably interfered with or restricted.

(1636) (3) Vessels anchored in the area shall be so anchored as not to obstruct the arc of visibility of Deepwater Shoals Light.

(1637) (4) The Commanding General, Fort Eustis, Va., will, to the extent possible give public notice from time to time through local news media and the Coast Guard's Local Notice to Mariners of the schedule of intended Army use of the restricted area.

(1638) (5) The continuation of the restricted area for more than 3 years after the date of its establishment shall be dependent upon the outcome of the consideration of a request for its continuance submitted to the District Engineer, U.S. Army Engineer District, Norfolk, Virginia, by the using agency at least 3 months prior to the expiration of the 3 years.

(1639) (6) The regulations in this section shall be enforced by the Commanding General, Fort Eustis, Va., and such agencies as he may designate.

(1640) §334.290 Elizabeth River, Southern Branch, Va., naval restricted areas. (a) The areas—(1) St. Helena Annex Area. Beginning at a point at St. Helena Annex of the Norfolk Naval Shipyard, on the eastern shore of Southern Branch of Elizabeth River, at latitude 36°49'43", longitude 76°17'26.5"; thence in a southwesterly direction to a point on the eastern boundary of Norfolk Harbor 40-foot channel at latitude 36°49'42", longitude 76°17'33"; thence in a southerly direction along the eastern boundary of Norfolk Harbor 40-foot channel to latitude 36°49'28", longitude 76°17'27"; thence easterly to the shore at latitude 36°49'28", longitude 76°17'22"; and thence, northerly along the shore to the point of beginning.

(1641) (2) Norfolk Naval Shipyard Area. Beginning at a point on the shore at the northeast corner of the Norfolk Naval Shipyard, at latitude 36°49'43.5", longitude 76°17'41.5"; thence due east approximately 100 feet to the western boundary of Elizabeth River channel; thence in a southerly direction along the western boundary of the channel to the point where it passes through the draw of the

Norfolk and Portsmouth Belt Line Railroad bridge, thence in a southwesterly direction along the northerly side of the bridge to the western shore of Southern Branch of Elizabeth River; and thence along the shore in a northerly direction to the point of beginning.

(1642) (3) Southgate Terminal Area. Beginning at a point at the northeast corner of Southgate Terminal Annex of Norfolk Naval Shipyard, at latitude 36°48'23", longitude 76°17'39"; thence east to latitude 36°48'23", longitude 76°17'29"; thence southerly along the western boundary of Norfolk Harbor 35-foot channel to latitude 36°48'04", longitude 76°17'33"; thence west to latitude 36°48'04", longitude 76°17'41"; and thence along the shore in a northerly direction to the point of beginning.

(1643) (b) The regulations. (1) No vessels other than Naval vessels and other vessels authorized to move to and from piers at the Norfolk Naval Shipyard and its two annexes described in paragraph (a) (1) and (3) of this section, and no person other than persons embarked in such vessels, shall enter the restricted areas.

(1644) (2) This section shall be enforced by the Commander, Norfolk Naval Shipyard, Portsmouth, Va., and such agencies as he may designate.

(1645) §334.300 Hampton Roads and Willoughby Bay, off Norfolk Naval Base; naval restricted area. (a) The area. (1) Beginning at a point on shore at the Destroyer Submarine Piers at latitude 36°56'00"N., longitude 76°19'30"W.; thence westerly to 36°55'59"N., 76°20'08.5"W.; thence northerly along the eastern limit of Norfolk Harbor Channel to 36°57'52"N., 76°20'00"W.; thence easterly to 36°57'52"N., 76°19'35"W.; thence to 36°57'47.7"N., 76°18'57"W.; thence southeasterly to 36°57'26"N., 76°18'42"W.; thence easterly to 36°57'26.2"N., 76°17'55.2"W.; thence southerly to 36°57'05"N., 76°17'52"W.; thence southeasterly to 36°56'56.2"N., 76°17'27"W.; thence northeasterly to 36°57'10"N., 76°16'29"W.; and thence to the shoreline at 36°57'18.8"N., 76°16'22"W.; at the Naval Air Station.

(1646) (2) Beginning at a point on the Naval Station shore at latitude 36°56'37.5"N., longitude 76°19'44"W.; thence westerly and northerly along the breakwater to its extremity at latitude 36°56'41.5"N., longitude 76°19'54"W.; thence westerly to a point on the eastern limit of Norfolk Harbor Channel at latitude 36°56'41.5"N., longitude 76°20'05.5"W.; thence northerly along the eastern limit of Norfolk Harbor Channel to latitude 36°57'52"N., longitude 76°20'00"W.; thence easterly to latitude 36°57'52"N., longitude 76°19'35"W.; thence to latitude 36°57'47.7"N., longitude 76°18'57"W.; thence southeasterly to latitude 36°57'26"N., longitude 76°18'42"W.; thence easterly to latitude 36°57'26.2"N., longitude 76°17'55.2"W.; thence southerly to latitude 36°57'05"N.; longitude 76°17'52"W.; thence southeasterly to latitude 36°56'56.2"N.; longitude 76°17'27"W.; thence northeasterly to latitude 36°57'10"N., longitude 76°16'29"W.; and thence to the shoreline at latitude 36°57'18.8"N., longitude 76°16'22"W.; at the Naval Air Station.

(1647) (b) The regulations. (1) No vessels other than Naval vessels and other vessels authorized to move to and from piers at the Norfolk Naval Base, and no person other than persons embarked in such vessels, shall enter the restricted areas.

(1648) (2) This section shall be enforced by the Commander, Naval Base, Norfolk, Virginia, and such agencies as he/she may designate.

(1649) §334.310 Chesapeake Bay, Lynnhaven Roads; Navy amphibious training area. (a) The restricted area. Beginning at latitude 36°55'47", longitude 76°11'04.5"; thence to latitude 36°59'04", longitude 76°10'11"; thence to latitude

36°58'28.5", longitude 76°07'54"; thence to latitude 36°55'27.5", longitude 76°08'42"; thence westerly along the shore and across the mouth of Little Creek to the point of beginning.

(1650) (b) The regulations. (1) No fishpound stakes or structures shall be allowed in the restricted area.

(1651) (2) No vessel shall approach within 300 yards of any naval vessel or within 600 yards of any vessel displaying the red "baker" burgee.

(1652) (3) This section shall be enforced by the Commandant, Fifth Naval District, and such agencies as he may designate.

(1653) §334.320 Chesapeake Bay entrance; naval restricted area. (a) The area. Beginning at a point on the south shore of Chesapeake Bay at longitude 76°03'06"; thence to latitude 37°01'18", longitude 76°02'06"; thence to latitude 37°00'18", longitude 75°55'54"; thence to latitude 36°58'00", longitude 75°48'24"; thence to latitude 36°51'48", longitude 75°51'00"; thence to the shore at longitude 75°58'48", and thence northwesterly and southwesterly along the shore at Cape Henry to the point of beginning.

(1654) (b) The regulations. (1) Anchoring, trawling, crabbing, fishing, and dragging in the area are prohibited, and no object attached to a vessel or otherwise shall be placed on or near the bottom.

(1655) (2) This section shall be enforced by the Commandant, Fifth Naval District, Norfolk, Va.

(1656) §334.330 Atlantic Ocean and connecting waters in vicinity of Myrtle Island, Va.; Air Force practice bombing, rocket firing, and gunnery range. (a) The danger zone. The waters of the Atlantic Ocean and connecting waters within an area described as follows: Beginning at

(1657) 37°12'18", 75°46'00"; thence southwesterly to

(1658) 37°08'21", 75°50'00"; thence northwesterly along the arc of a circle having a radius of three nautical miles and centered at

(1659) 37°11'16", 75°49'29", to

(1660) 37°10'14", 75°52'57"; thence northeasterly to

(1661) 37°14'30", 75°48'32"; thence southeasterly to

(1662) 37°13'38", 75°46'18"; and thence southeasterly to the point of beginning.

(1663) (b) The regulations. (1) No vessel shall enter or remain in the danger zone except during intervals specified and publicized from time to time in local newspapers or by radio announcement.

(1664) (2) This section shall be enforced by the Commanding General, Tactical Air Command, Langley Air Force Base, Virginia, and such agencies as he may designate.

(1665) §334.340 Chesapeake Bay off Plumtree Island, Hampton, Va.; Air Force precision test area. (a) The danger zone. The waters of Chesapeake Bay and connecting waters within an area bounded as follows: Beginning at latitude 37°08'12", longitude 76°19'30", which is a point on the circumference of a circle of 10,000-foot radius with its center on Plumtree Point at latitude 37°07'30", longitude 76°17'36"; thence clockwise along the circumference of the circle to latitude 37°09'06", longitude 76°18'00"; thence southeasterly to latitude 37°08'12", longitude 76°17'48"; thence clockwise along the circumference of a circle of 4,000-foot radius with its center at latitude 37°07'30", longitude 76°17'36" to latitude 37°07'48", longitude 76°18'24"; thence northwesterly to the point of beginning.

(1666) (b) The regulations. (1) The danger zone will be in use not more than a total of 4 hours per month, which hours shall be during not more than any 2 days per month.

(1667) (2) No vessel shall enter or remain in the danger zone during periods of firing or bombing or when the zone is otherwise in use.

(1668) (3) The Commander, Tactical Air Command, Langley Air Force Base, Va., shall be responsible for publicizing in advance through the Coast Guard's "Local Notice to Mariners," in the local press, and by radio from time to time the schedule of use of the area, and shall station patrol boats to warn vessels during periods of use.

(1669) (4) This section shall be enforced by the Commander, Tactical Air Command, Langley Air Force Base, Va., or such agency as he may designate.

(1670) (c) Disestablishment of danger zone. The danger zone will be disestablished not later than December 31, 1967, unless written application for its continuance shall have been made to and approved by the Secretary of the Army prior to that date.

(1671) §334.350 Chesapeake Bay off Fort Monroe, Va.; firing range danger zone. (a) The danger zone. All of the water area lying within a section extending seaward a distance of 4,600 yards between radial lines bearing 83° True and 115° True, respectively, from a point on shore at latitude 37°01'30" N., longitude 76°17'54" W.

(1672) (b) The regulations. (1) No weapon having a greater range than the 30-calibre carbine is to be fired into the firing range danger zone.

(1673) (2) During periods when firing is in progress, red flags will be displayed at conspicuous locations on the beach. Observers will be on duty and firing will be suspended as long as any vessel is within the danger zone.

(1674) (3) Passage of vessels through the area will not be prohibited at any time, nor will commercial fishermen be prohibited from working fish nets within the area. No loitering or anchoring for other purposes will be permitted during announced firing periods.

(1675) (4) No firing will be done during hours of darkness or low visibility.

(1676) (5) The Commander, Fort Monroe, Va., is responsible for furnishing in advance the firing schedule to the Commander, 5th Coast Guard District, for publication in his "Local Notice to Mariners" and to the local press at Norfolk and Newport News, Va.

(1677) (c) The regulations in this section shall be enforced by the Commanding Officer, Fort Monroe, Va., and such agencies as he may designate.

(1678) §334.360 Chesapeake Bay off Fort Monroe, Virginia; restricted area, U.S. Naval Base and Naval Surface Weapon Center.

(1679) (a) The area. Beginning at

(1680) 37°00'30"N., 76°18'05"W.; thence to

(1681) 37°00'38"N., 76°17'42"W.; thence to

(1682) 37°00'39"N., 76°16'11"W.; thence to

(1683) 36°59'18"N., 76°17'52"W.; thence to

(1684) 37°00'05"N., 76°18'17"W.; and thence north along the seawall to the point of beginning.

(1685) (b) The regulations. (1) Anchoring, trawling, fishing, and dragging are prohibited in the danger zone, and no object, either attached to a vessel or otherwise, shall be placed on or near the bottom.

(1686) (2) This section shall be enforced by the Commander, Naval Base, Norfolk, Virginia, and such agencies as he may designate.

(1687) §334.370 Chesapeake Bay, Lynnhaven Roads; danger zones, U.S. Naval Amphibious Base. (a) Underwater demolitions area (prohibited)—(1) The area. A portion of the restricted area for Navy amphibious training operations described in §207.157, along the south shore of Chesapeake Bay, bounded as follows: Beginning at a point on the mean low-water line at longitude 76°08'59"; thence 200 yards to latitude 36°55'36", longitude 76°08'57"; thence 400 yards to latitude 36°55'34", longitude 76°08'43"; thence 200 yards to a point on the mean low-water line at longitude 76°08'45"; and thence approximately 400 yards along the mean low-water line to the point of beginning. The area will be marked by range poles set on shore on the prolongation of the lines forming its eastern and western boundaries.

(1688) (2) The regulations. Vessels other than those owned and operated by the United States shall not enter the prohibited area at any time unless authorized to do so by the enforcing agency.

(1689) (b) Small-arms firing range—(1) The Area. Beginning at a point on the shore line at

(1690) 36°55'27"N., 76°08'38"W.; thence to

(1691) 36°55'50"N., 76°08'37"W.; thence to

(1692) 36°57'11"N., 76°08'11"W.; thence to

(1693) 36°56'53"N., 76°07'18"W.; thence to

(1694) 36°55'39"N., 76°07'46"W.; thence to

(1695) 36°55'22"N., 76°08'17"W.; thence along the shore line to the point of beginning.

(1696) (2) The regulations. (i) Passage of vessels through the area will not be prohibited at any time, nor will commercial fishermen be prohibited from working fish nets within the area. No loitering or anchoring for other purposes will be permitted.

(1697) (ii) A large red warning flag will be flown on shore during periods when firing is in progress. Observers will be on duty and firing will be suspended for the passage of vessels and for the placing and maintenance of fish nets within the area.

(1698) (c) This section shall be enforced by the Commanding Officer, U.S. Naval Amphibious Base, Little Creek, Norfolk, Virginia.

3. SANDY HOOK TO CAPE HENRY

(1) Between New York Bay and Delaware Bay is the New Jersey coast with its many resorts, its inlets, and its Intracoastal Waterway. Delaware Bay is the approach to Wilmington, Chester, Philadelphia, Camden, and Trenton; below Wilmington is the Delaware River entrance to the Chesapeake and Delaware Canal, the deep inside link between Chesapeake and Delaware Bays. The Delaware-Maryland-Virginia coast has relatively few resorts; the numerous inlets are backed by a shallow inside passage that extends all the way from Delaware Bay to Chesapeake Bay. The last seven chapters, nearly half of this book, are required to describe Chesapeake Bay to Norfolk and Newport News, to Washington and Baltimore, and to Susquehanna River 170 miles north of the Virginia Capes.

(2) A vessel approaching this coast from seaward will be made aware of its nearness by the number of vessels passing up and down in the coastal trade. The coast of New Jersey is studded with large hotels, prominent standpipes, and elevated tanks. South of Delaware Bay, the principal landmarks are the lighthouses and Coast Guard stations.

(3) The general tendency along this mostly sandy coast is for the ocean beaches and the points on the north sides of the entrances to wash away and for the points on the south sides of the entrances to build out. Protective works have done much to stabilize the New Jersey coast, but several lighthouses have been abandoned between Delaware Bay and Chesapeake Bay because of erosion.

(4) The shores of Delaware Bay and Delaware River are mostly low and have few conspicuous marks, other than lights, below the industrial centers along the river. The shores of Chesapeake Bay are low as far north as Patuxent River, then rise to considerable heights at the head of the bay.

(5) **Disposal Sites and Dumping Grounds.**—These areas are rarely mentioned in the Coast Pilot, but are shown on the nautical charts. (See Disposal Sites and Dumping Grounds, chapter 1, and charts for limits.)

(6) **Aids to navigation.**—Lights are numerous along the section of the coast covered by this Coast Pilot. Radiobeacons and fog signals are at most of the principal light stations. Marker radiobeacons, low-powered and for local use only, are at the entrances to many of the inlets. Many coastal and harbor buoys are equipped with radar reflectors, which greatly increase the range at which the buoys may be detected on the radarscope. The critical dangers are marked.

(7) **Loran.**—Loran C stations provide the mariner with good navigation coverage along this section of the coast.

(8) **Radar,** though always a valuable navigational aid, is generally of less assistance in navigation along this coast due to the relatively low relief; the accuracy of radar ranges to the beach cannot be relied upon. Coastal buoys equipped with radar reflectors are of help in this regard. It is sometimes possible to obtain a usable radar return from the larger lighthouses, but positive target identification is usually difficult. Radar is of particular importance in detecting other traffic and in the prevention of collisions during periods of inclement weather, and in fog and low visibility.

(9) **COLREGS Demarcation Lines.**—Lines have been established to delineate those waters upon which mariners must comply with the International Regulations for Preventing Collisions at Sea, 1972 (72 COLREGS) and those waters upon which mariners must comply with the Inland Navigational Rules Act of 1980 (Inland Rules). The

waters inside of the lines are **Inland Rules Waters**, and the waters outside of the lines are **COLREGS Waters**. (See Part 80, chapter 2, for specific lines of demarcation.)

(10) **Ports and Waterways Safety.**—(See Part 160, chapter 2, for regulations governing vessel operations and requirements for notification of arrivals, departures, hazardous conditions, and certain dangerous cargoes to the Captain of the Port.)

(11) **Harbor and Inlet Entrances.**—The channels into Delaware and Chesapeake Bays are broad and deep. The entrances to the inlets are comparatively shallow and are more or less obstructed by shifting sandbars. Some of the inlets have been improved by dredging and by the construction of jetties. On many of the bars the buoys are moved from time to time to mark the shifting channels. The best time to enter most of the inlets is on a rising tide with a smooth sea. Strangers should not attempt to enter the inlets without assistance when the seas are breaking on the bars. The tidal currents have considerable velocity in all of the entrances, and their direction is affected by the force and direction of the wind.

(12) **Traffic Separation Schemes (Traffic Lanes)** have been established at the entrances to New York Harbor, Delaware Bay and Chesapeake Bay, and in the main channel of Chesapeake Bay off Smith Point just south of the entrance to the Potomac River. (See chapters 4, 6, 9, and 12, respectively, for details.)

(13) **Anchorage.**—The only protected anchorage for deep-draft vessels between New York Bay and Chesapeake Bay is outside the channel limits in Delaware Bay according to draft. Absecon Inlet, Cape May Inlet, and some of the others can accommodate light-draft vessels such as trawlers and small yachts, but not medium or deep drafts. Small local craft often seek shelter inside the shallower inlets, but entrance is difficult in heavy weather, and the unimproved inlets are often difficult even in good weather, particularly for strangers.

(14) A number of anchorage areas have been established by Federal Regulations within the area of this Coast Pilot. (See Part 110, chapter 2, for limits and regulations.)

(15) **Dangers.**—The principal dangers along this coast are the outlying sand shoals, the fogs, and the doubtful direction and velocity of the currents after heavy gales. Depths of 7½ fathoms are found as far as 20 miles from shore. There are many wrecks along this coast, but most of them have been blasted off or cleared to safe navigational depths; the others are marked by obstruction buoys.

(16) Gales from northeast to southeast cause heavy breakers on the beaches and outlying shoals; the sea breaks in 4 to 5 fathoms of water, and shoals of that depth or less usually are marked during easterly gales. The bars across the inlets are then impassable and are defined by breakers even in comparatively smooth water with a light swell. The heaviest surf on the beach is on a rising tide near high-water springs; the least surf is encountered on a falling tide near low water. A very heavy surf makes on the beaches after a southeasterly gale followed by a sudden shift of wind to northwest.

(17) **Danger zones** have been established within the area of this Coast Pilot. (See Part 334, chapter 2, for limits and regulations.)

(18) **Fishweirs** are numerous along the outside coast and in Chesapeake Bay and tributaries. The stakes often become broken off and form a hazard to navigation, especially at

swing span with a clearance of 15 feet over the main channel. (See 117.1 through 117.49, chapter 2, for drawbridge regulations.) The town is principally a shellfish and fishing center, but pleasure craft operate from here during the summer. The wharves and piers along the waterfront have depths of 3 to 10 feet alongside. There are small-craft facilities at Chincoteague that can provide gasoline, diesel fuel, water, berths, and limited marine supplies. Hull and engine repairs can be made; a 40-ton marine railway at Chincoteague can handle craft up to 80 feet.

(79) A boat basin is at the extreme southwest end of Chincoteague Island. In May 1988, the dredged entrance channel, marked by a light, had a midchannel controlling depth of 7 feet with 7 to 8 feet in basin.

(80) **Chincoteague Coast Guard Station** is on the east side of Chincoteague Channel, 0.3 mile south of the highway bridge.

(81) **Chart 12210.**—The 35-mile stretch of coast between Chincoteague Inlet and Great Machipongo Inlet is formed by six islands of about equal length. The islands are separated from each other by narrow inlets and from the mainland by marsh and flats through which are numerous sloughs and channels.

(82) **Wallops Island**, northernmost of the six, is on the southwest side of Chincoteague Inlet.

(83) A **danger zone** extends for about 5 miles off the coast of Wallops Island and covers the entrance to Chincoteague Inlet. A strobe light is displayed at night from a tower in about 37°15'16"N., 75°29'06"W., about 30 minutes prior to the commencement of and during rocket launching operations. (See 334.130 chapter 2, for limits and regulations.)

(84) **Assawoman Inlet**, the ocean entrance between Wallops Island and Assawoman Island, is very shallow and is not used. **Gargathy Inlet**, the ocean inlet separating Assawoman Island and Metompkin Islands, is not used.

(85) **Metompkin Inlet**, the ocean entrance between Metompkin Islands and Cedar Island, is used by some small local fishing and oyster boats. The changeable entrance channel is unmarked and should not be entered without local knowledge.

(86) **Porpoise Banks**, 10 miles offshore from Metompkin Inlet, have irregular bottom with depths of 34 to 40 feet.

(87) **Wachapreague Inlet**, between Cedar Island and Parramore Island, is 20 miles south-southwestward of Chincoteague Inlet. The entrance is marked by a lighted bell buoy and unlighted buoys that are shifted in position with changing channel conditions. The controlling depth is about 5 feet through the inlet, which is used by many fishing boats and by some boats seeking shelter, but should be entered only with local knowledge. The best anchorage is in **Horse-shoe Lead**, southwest of the entrance, where there are depths of 20 to 30 feet west of the middle ground. **Parramore Beach Coast Guard Station** is on the inner side of Parramore Island 0.5 mile south of the inlet. A radiobeacon is atop the lookout tower at the Coast Guard station.

(88) **Parramore Banks** extend about 8 miles offshore from Wachapreague Inlet. The area is lumpy and has numerous depths of 18 to 30 feet. A lighted gong buoy is east of the banks.

(89) Two fish havens are about 2.6 miles and 7.5 miles east-southeast, respectively, from Wachapreague Inlet. The fish haven nearer to shore is marked by buoys.

(90) **Wachapreague**, a town on the mainland about 4 miles west-northwest of Wachapreague Inlet, is an oystering and fishing center, and is a base for some pleasure boats during the summer. A depth of about 4 feet can be carried from

Wachapreague Inlet through **Hummock Channel** and **Wachapreague Channel**, marked by lights, to the wharves and marinas at the town. Gasoline, diesel fuel, berths, and some marine supplies can be obtained. Hull and engine repairs can be made; largest marine railway, 50 feet.

(91) **Quinby Inlet**, the ocean entrance between Parramore Island and Hog Island, has a fan of breakers across the bar at the entrance. The buoys marking the inlet are frequently shifted and not charted. In 1982, a draft of 5 feet could be carried through the inlet. The inlet should not be used without local knowledge.

(92) **Quinby** is a village on the mainland about 6 miles north-northwest of Quinby Inlet. A channel to the village, marked by lights, follows **Sandy Island Channel** to **Upshur Bay**, thence through a slough in the mudflats to a dredged channel leading to a basin that has a public landing; gasoline, diesel fuel, berths, some marine supplies, and a pump-out station are available. In May 1988, the midchannel controlling depth was 5 feet in the dredged channel with 5 to 6½ feet in the basin. A no-wake speed limit is enforced.

(93) **Great Machipongo Inlet**, the ocean entrance between Hog Island and Cobb Island, has breakers that form on the shoals on either side of the entrance at all times, but on the bar only in heavy weather. The inlet is marked by buoys that are shifted in position with changing channel conditions. The controlling depth is about 12 feet over the bar.

(94) **Great Machipongo Channel** extends northwestward through Hog Island Bay from the inlet to the mainland where it continues as **Machipongo River**. **Willis Wharf**, on the west bank of Parting Creek 1 mile above the junction with Machipongo River, is a base for shellfish and fishing boats. Gasoline and diesel fuel are available. A marine railway here can handle craft up to 60 feet for do-it-yourself repairs. In January 1989, the dredged channel in Parting Creek had a midchannel controlling depth of 7 feet from the junction with Machipongo River to Willis Wharf.

(95) A state-owned boat harbor is just below Willis Wharf on the west side of Parting Creek between Daybeacons 17 and 18. An area with about 41 slips is available for commercial fishing boats. The harbor has electricity, water, and a launching ramp.

(96) **Chart 12224.**—**Sand Shoal Inlet**, the ocean entrance between Cobb Island and Wreck Island, may be entered through three channels. **Northeast Channel**, protected by extensive shoaling to northward and marked by buoys shifted in position with changing channel conditions, leads along the south end of Cobb Island; the controlling depth is about 10 feet over the bar. **Southeast Channel** is straight, but the bar breaks in heavy weather; the controlling depth is about 10 feet over the bar. **South Channel**, east of Wreck Island, has a controlling depth of about 8 feet. The latter two channels are not marked and should not be used by strangers.

(97) A good fair-weather anchorage is in the channel near the discontinued Coast Guard station east of **Little Cobb Island** for boats able to cross the entrance bar with 3 feet over it.

(98) **Sand Shoal Channel**, marked by lights and daybeacons, extends westward from Sand Shoal Inlet for 6 miles where it joins a marked dredged channel leading to the wharves and public bulkhead at **Oyster** on the mainland. In June 1984, the controlling depth was 6 feet in the dredged channel and in the basin at Oyster. Public piers and a launching ramp are on the northern side of the basin. Numerous wrecks are reported near these facilities; caution is advised.

(99) Oyster is the shipping point for large amounts of clams and oysters. Gasoline, diesel fuel, and some marine supplies are available.

(100) **Ship Shoal Inlet**, the ocean entrance between Ship Shoal Island and Myrtle Island, is shallow and unmarked; it is used only by local oyster boats. There is deep water back of the inlet, but the channels to the inside passages are shallow and tortuous.

(101) The danger zone of a bombing and gunnery range is centered on Myrtle Island, 6 miles northeastward of Cape Charles Light. (See 334.330, chapter 2, for limits and regulations.)

(102) **Little Inlet**, between Myrtle Island and Smith Island, is shallow and is little used. Small boats can connect with the inside passage at high water.

(103) **Cape Charles** and the islands on the north side of the entrance to Chesapeake Bay are described in chapter 9.

(104) **Smith Island Inlet**, between Smith Island and Fishermans Island, is fairly wide, but the narrow, changeable channel lies between sandbars and breakers. The inlet is used by many local boats with drafts of 3 to 4 feet, but it is unmarked and should not be used by strangers. The controlling depth over the bar is said to be 1½ feet.

(105) **Charts 12211, 12210, 12221.—Virginia Inside Passage** is between the barrier beach along the Atlantic Ocean on the east and the Virginia portion of the mainland peninsula on the west. The passage extends 74 miles from the south end of Chincoteague Bay through creeks, thorofares, marshy cuts, and bays to enter Chesapeake Bay at Cape Charles. The route is marked with lights and daybeacons which have daymarks with white reflector borders to distinguish them from aids to navigation marking other waterways. Buoys are temporarily established from time to time to mark destroyed aids or critical places.

(106) The Federal project depth is 6 feet for the waterway. Maintenance dredging is performed to provide a 6-foot controlling depth, but due to continuous shoaling 3 feet or less may be found in places, particularly inside the ocean inlets. The overhead clearance is limited only by the 40-foot fixed bridge across Cat Creek, 8 miles southward of Chincoteague, the 50-foot clearance of the power cable over Longboat Creek inshore from Metompkin Inlet, 22 miles southward of Chincoteague, and the 40-foot fixed bridge at Cape Charles.

(107) The mean range of tide varies from 2.5 to 4.5 feet in the inlets along the Virginia coast; greater fluctuations in the water level in the inside waters are caused by high winds and storms.

(108) Gasoline, diesel fuel, and some marine supplies are available at Wachapreague, 29 miles south of Chincoteague; at Quinby, 33 miles south of Chincoteague; at Willis Wharf, 37 miles south of Chincoteague; and at Oyster, 60 miles south of Chincoteague and 12 miles north of Cape Charles. Hull and engine repairs can be made at Wachapreague.

(109) From Chincoteague, the Virginia Inside Passage follows Chincoteague Channel across Chincoteague Inlet to Walker Point, thence through Balfast Narrows, Island Hole Narrows, the dredged cut in Bogues Bay, and Cat Creek to

the sloughs marked by lights and daybeacons back of Assawoman Inlet, 10 miles southwestward of Chincoteague. The fixed highway bridge over Cat Creek has a clearance of 40 feet. The overhead power cable just north of the bridge has a clearance of 60 feet.

(110) From 1 mile back of Assawoman Inlet, the inside passage continues through **Northam Narrows**, thence through dredged cuts in **Kegotank Bay** and back of **Gargathy Inlet** to **Wire Passage**, 15 miles southwestward of Chincoteague.

(111) From Gargathy Inlet, the inside passage goes through Wire Passage into a dredged cut in **Metompkin Bay**, and enters Folly Creek westward of Metompkin Inlet. A dredged channel with a controlling depth of 5 feet in February 1991, extends about 0.8 mile up **Parker Creek** from Virginia Inside Passage Light 80. The channel is marked by daybeacons. **Folly Creek**, which leads westward from the south end of Metompkin Bay, has a depth of 1 foot to the landing at its head, 3 miles above the mouth. A launching ramp and a pier are on the south side of Folly Creek about 1 mile west of Light 87.

(112) The passage continues through a dredged cut from Folly Creek into **Longboat Creek**, which has a power cable over its northern part with a clearance of 50 feet, thence through cuts in **Cedar Island Bay**, **Teagles Ditch**, and **Burtons Bay** into **Wachapreague Channel** which leads to Wachapreague, 29 miles southward of Chincoteague. Supplies and repair facilities are available at Wachapreague. (Refer to previous description in this chapter.)

(113) From Wachapreague Channel, the passage continues through a cut in **Bradford Bay**, a part of **Millstone Creek**, a cut in **Swash Bay**, a part of **The Swash**, and **Little Sloop Channel** to **Sandy Island Channel**, 3 miles inside **Quinby Inlet** and 36 miles southward of Chincoteague.

(114) The passage southward of Quinby Inlet follows **Sloop Channel** and a dredged cut into **Cunjer Channel**, thence westward in **North Channel** at the north end of **Hog Island Bay** to **Great Machipongo Channel**, 43 miles southward of Chincoteague.

(115) After passing through **Great Machipongo Channel** to a point 2 miles inside **Great Machipongo Inlet**, the route goes westward through **Gull Marsh Channel**, thence southwestward through a natural channel and cut in **Outlet Bay** and **Spidercrab Bay** to **Eckichy Channel**, thence southeastward to **Sand Shoal Channel**, 1.5 miles inside **Sand Shoal Inlet**, 56 miles southward of Chincoteague.

(116) From inside of **Sand Shoal Inlet**, the passage continues westward through **Sand Shoal Channel** and southward through **Mockhorn Channel** to **Magothy Bay**.

(117) **Magothy Bay**, which extends southward from **Mockhorn Channel** to **Smith Island Inlet**, is shallow except in the well-marked inside passage which passes through the bay to Cape Charles. **Magotha** is a village on the west side of the bay 3.5 miles northwestward of Cape Charles Light.

(118) From the southern part of Magothy Bay, the passage continues southwestward through a dredged cut across Cape Charles into the deep water in Chesapeake Bay. The fixed highway bridge over the passage from Cape Charles to Fishermans Island has a clearance of 40 feet.

9. CHESAPEAKE BAY ENTRANCE

(1) This chapter describes the deep-draft southerly entrance to Chesapeake Bay from the Atlantic Ocean; the waters of Lynnhaven Roads, Lynnhaven Inlet, Little Creek, Hampton Roads, Willoughby Bay, Lafayette River, and Elizabeth River, including Western, Eastern, and Southern Branches; and the ports of Hampton, Newport News, Norfolk, Berkley, Portsmouth, and Chesapeake.

(2) **COLREGS Demarcation Lines.**—The lines established for Chesapeake Bay are described in 80.510, chapter 2.

(3) **Weather.**—This summary provides climatological information applicable to the entire Chesapeake Bay. From November through April Chesapeake Bay, particularly the southern portion, is rough sailing. Storms moving up the Atlantic coast generate winds out of the northeast quadrant ahead of their centers; speeds often reach 30 to 50 knots. Several days of strong and gusty northwest winds may follow. Strong cold fronts from the west can generate 25 to 45 knot gusts over open water. Waves associated with strong winds can be rough and bad chop develops when these winds oppose strong tidal currents. Northerlies of 25 knots or more, over a long fetch of the bay, can easily build 8 to 10 foot seas in the central portion and 5 to 7 foot seas in the south. Seas of 8 feet or more occur about 2 to 4 percent of the time from fall through early spring, in the bay. Gales can occur from September through March.

(4) Another problem during this period is poor visibilities. Fog forms most often when warm, moist air moves across the bay's cold waters from the southeast through south. Most of the 30 to 40 dense fog days each year develop from January through April. Dense fog is more common offshore and should be expected on unusually warm, humid winter and spring days. Fog over particularly cold waters with winds less than 10 knots may drop visibilities to near zero. Precipitation, particularly snow, may also hamper visibilities.

(5) When temperatures drop below about 28°F and winds are blowing at 13 knots or more, there exists a potential for moderate superstructure icing. This potential exists in the bay from November through March; January and February are the worst months when the potential exists about 3 percent of the time.

(6) During March and April, cold fronts often trigger fast-moving narrow bands of thunderstorms. Preceding the cold front these bands move eastward at 10 to 30 knots generating lightning and gusty winds of gale force. Thunderstorms are also a bay-wide threat during spring and summer when they develop about 6 to 9 days each month. They may develop over land during the afternoon as warm, humid air is forced aloft by surface heating. The thunderstorm may precede a cold front. When a cold front passes during a period of maximum afternoon heating thunderstorms may be severe. In spring and early summer they usually develop to the west of the bay and move toward the northeast at speeds of 25 to 35 knots. Occasionally thunderstorms will approach from the northwest; these are often severe, tend to move very fast, and can pack winds reaching 70 to 90 knots. This type of storm struck Norfolk in June 1977 capsizing a charter fishing boat and tearing away the end of a fishing pier. Severe squall lines can also generate tornadoes which may move over the bay developing waterspouts; winds can exceed 200 knots in these systems. By midsummer, fronts become weaker and less frequent and thunderstorms are

mainly the air mass type which move at 10 to 20 knots and usually do not organize into a squall line. Thunderstorms are likely to occur on 8 to 9 days in July compared to 6 to 7 days in August.

(7) Good weather in late summer and fall is compromised mainly by the threat of a tropical cyclone, particularly from mid-August through the first week in October. A hurricane affects the Chesapeake Bay about once every 10 years on the average. Thunderstorms occur on 1 to 3 days per month in September and October and are usually associated with increasingly frequent and rigorous cold fronts. Fog becomes more of a problem, particularly north of Annapolis. This is a morning fog that forms on 1 to 4 days per month during September and October over the upper reaches of the bay; it usually lifts by noon. In late summer and autumn waterspouts may be sighted. These are short-lived and less severe than those associated with thunderstorms; maximum winds climb to about 50 knots. They are caused by cooler air overriding a body of warm moist air in association with a cloud build up over the bay; they usually occur in fair weather.

(8) (See page T-11 for Chesapeake Bay climatological table.)

(9) **Charts 12221, 12220, 12260.**—Chesapeake Bay, the largest inland body of water along the Atlantic coast of the United States, is 168 miles long with a greatest width of 23 miles. The bay is the approach to Norfolk, Newport News, Baltimore, and many lesser ports. Deep-draft vessels use the Atlantic entrance, which is about 10 miles wide between Fishermans Island on the north and Cape Henry on the south. Medium-draft vessels can enter from Delaware Bay on the north via Chesapeake and Delaware Canal, and light-draft vessels can enter from Albemarle Sound on the south via the Intracoastal Waterway.

(10) The waters surrounding a vessel that is carrying liquefied petroleum gas are a safety zone while the vessel transits the Chesapeake Bay and Elizabeth River. (See 165.506, chapter 2, for limits and regulations.)

(11) **Mileages.**—Many of the distances in this and later Chesapeake Bay chapters are given in nautical miles above the Virginia Capes, or "the Capes," which is a short way of referring to a line from Cape Charles Light to Cape Henry Light.

(12) **Chesapeake Light** (36°54.3'N., 75°42.8'W.), 117 feet above the water, is shown from a blue tower on a white superstructure on four piles, 14 miles eastward of Cape Henry. The name CHESAPEAKE is displayed on all sides. A fog signal and radiobeacon are operated at the station. A racon is at the light. A fish haven, consisting of sunken fishing-boat hulls and marked by private unlighted buoys, is about 0.4 mile southwestward of the light.

(13) **Cape Charles**, on the north side of the entrance, is low and bare, but the land back of it is high and wooded. **Wise Point** is the most southerly mainland tip of the cape. **Low Fishermans Island**, a National Wildlife Refuge, is 1 mile south of Wise Point.

(14) The southwest end of **Smith Island** is 2.4 miles eastward of Wise Point; the island is 6 miles long, low and sparsely wooded, and awash at half tide midway along its length.

(15) **Cape Charles Light** (37°07.4'N., 75°54.4'W.), 180 feet above the water, is shown from an octagonal, pyramidal

skeleton tower, upper part black and lower part white, on the southwestern part of Smith Island. The ruins of the old lighthouse are in shallow water 0.7 mile eastward of the light.

(16) **Smith Island Shoal**, which breaks in heavy weather, has depths of 21 feet 7.5 miles east-southeast of Cape Charles Light. Depths less than 40 feet extend another 5 miles northeastward. Outer limits of the shoal area are marked by a lighted buoy.

(17) **Nautilus Shoal**, which extends 4 miles southeastward from Fishermans Island, has patches with depths of 6 to 11 feet. The buoyed channel along the southwest side of Nautilus Shoal, thence northward between Fishermans Island and Inner Middle Ground, had a controlling depth of about 16 feet in 1977-1980. The channel is used by local vessels drawing up to 12 feet. This channel is not recommended for strangers because of shifting shoals.

(18) Breakers frequently occur along the axis of Inner Middle Ground, starting on the seaward side of the Chesapeake Bay Bridge-Tunnel and continuing the entire length of the shoal. This phenomenon appears to be associated with large swells rolling in from sea from the south-southeast to southeast.

(19) **Charts 12222, 12221, 12225.**—Cape Henry, on the south side of the entrance, has a range of sand hills about 80 feet high.

(20) **Cape Henry Light** (36°55.6'N., 76°00.4'W.), 164 feet above the water, is shown from an octagonal, pyramidal tower, upper and lower half of each face alternately black and white, on the beach near the turn of the cape. A radiobeacon is close NW of the light.

(21) The gray octagonal, pyramidal tower 110 yards southwest of Cape Henry Light is the abandoned 1791 lighthouse.

(22) **Local magnetic disturbance.**—Differences of as much as 6° from the normal variation have been observed 3 to 17 miles offshore from Cape Henry to Currituck Beach Light.

(23) A naval restricted area extends northward and eastward from Cape Henry. (See 334.320, chapter 2, for limits and regulations.)

(24) The summer resort of Virginia Beach is about 5 miles southward of Cape Henry Light. Many high-rise buildings, two water tanks, and an aerobeacon 2.8 miles inland are prominent. A hotel cupola, 3.4 miles south of Cape Henry Light, is distinctive.

(25) The Chesapeake Bay Bridge-Tunnel extends from Cape Charles across the bay entrance to a point 6 miles westward of Cape Henry. The 15-mile crossing has vehicular tunnels under Chesapeake Channel and Thimble Shoal Channel with fixed bridges over Fishermans Inlet and secondary channels. In addition to the channel buoys and lights, daybeacons and fog signals mark the openings at Chesapeake and Thimble Shoal Channels. At night the floodlighted tunnel houses are more prominent than the privately maintained lights marking the channels.

(26) **Caution.**—The Chesapeake Bay Bridge-Tunnel complex has on several occasions suffered damage from vessels. In every case, adverse weather prevailed with accompanying strong winds from the northwest quadrant generally related to a frontal system. Weather deterioration in the lower bay is quite often sudden and violent and constitutes an extreme hazard to vessels operating or anchoring in this area. The proximity of the bridge-tunnel complex to main shipping channels and anchorages adds to the danger. Currents in excess of 3.0 knots can be expected in the area.

(27) Normal precautions dictated by prudent seamanship are expected of all vessels. Mariners transiting this area are,

however, urged to be particularly alert in regards to the weather. To assist in this respect, the National Weather Service provides 24-hour weather broadcasting on 162.55 MHz. The local Marine Operator also transmits weather information at 0000, 0600, 1200, and 1800 local time on 2450 kHz and 2538 kHz. Information of a pending weather frontal passage should be met with advance preparations. Engines readied for short notice maneuvering and anchor details alerted are considered minimum prudent precautions. Maneuvering in close proximity of the bridge-tunnel complex is also discouraged.

(28) A Regulated Navigation Area has been established in the waters of the Atlantic Ocean and in Chesapeake Bay. (See 165.1 through 165.13, and 165.501, chapter 2, for limits and regulations.)

(29) **Traffic Separation Schemes (Chesapeake Bay Entrance and Smith Point)** have been established for the control of maritime traffic at the entrance of Chesapeake Bay and off Smith Point Light (37°52.8'N., 76°11.0'W.). They have been designed to aid in the prevention of collisions, but are not intended in any way to supersede or alter the applicable Navigation Rules. (See Traffic Separation Schemes, chapter 1, for additional information.)

(30) **Traffic Separation Scheme (Chesapeake Bay Entrance).**—The scheme provides for inbound-outbound traffic lanes to enter or depart Chesapeake Bay from the northeastward and from the southeastward. (See chart 12221.)

(31) A precautionary area with a radius of 2 miles is centered on Chesapeake Bay Entrance Junction Lighted Gong Buoy CBJ (36°56.1'N., 75°57.5'W.).

(32) The northeasterly inbound-outbound traffic lanes are separated by a line of four fairway buoys on bearing 250°-070°. The outermost buoy in the line is 6.4 miles 313° from Chesapeake Light and the innermost buoy is 4.5 miles 074° from Cape Henry Light.

(33) The southeasterly approach is marked by Chesapeake Bay Southern Approach Lighted Whistle Buoy CB (36°49.0'N., 75°45.6'W.). A racon is on the buoy. The inbound/outbound traffic lanes are separated by a Deep-Water Route marked by lighted buoys on bearings 302°-122° and 317°-137°. The Deep-Water Route is intended for deep draft vessels and naval aircraft carriers entering or departing Chesapeake Bay. A vessel using the Deep-Water Route is advised to announce its intentions on VHF-FM channel 16 as it approaches Lighted Whistle Buoy CB on the south end, and Lighted Gong Buoy CBJ on the north end of the route. All other vessels approaching the Chesapeake Bay Traffic Separation Scheme should use the appropriate inbound/outbound lanes of the northeasterly or southeasterly approaches.

(34) The Coast Guard advises that upon entering the traffic lanes, all inbound vessels are encouraged to make a security broadcast on VHF-FM channel 13, announcing the vessel's name, location, and intentions.

(35) **Exercise extreme caution where the two routes converge off Cape Henry.** Mariners are also warned that vessels may be maneuvering in the pilotage area which extends into the western part of the precautionary area.

(36) **Traffic Separation Scheme (Smith Point).**—The turn in the main channel in Chesapeake Bay off Smith Point is marked by a fairway buoy 1.5 miles 090° from Smith Point Light. Northbound traffic will pass eastward of the buoy, and southbound traffic will pass westward of the buoy.

(37) **Channels.**—The deepest route to and from Chesapeake Bay is south of Chesapeake Light through the buoyed Deep-Water Route in the southeasterly approach. In September-October 1990, the controlling depth in the Deep-Water Route was 50 feet, except for a 47-foot spot in about

36°51'47"N., 75°51'06"W. The southeasterly approach inbound traffic lane has a controlling depth of about 40 feet, and the outbound lane has a controlling depth of about 47 feet. The route north of Chesapeake Light through the buoyed northeasterly approach traffic lanes has a controlling depth of about 29 feet in the inbound lane and about 34 feet in the outbound lane. Federal project main channel depths are 50 feet from the Virginia Capes to Baltimore and 55 feet from the Capes to Hampton Roads. (See Notice to Mariners and latest editions of charts for controlling depths.)

(38) The well-marked channel to Baltimore is discussed further in chapters 11 to 15.

(39) **Tides.**—The mean range of tide is 2.8 feet at Cape Henry.

(40) **Currents.**—The current velocity is 1.0 knot on the flood and 1.5 knots on the ebb in Chesapeake Bay Entrance. (See the Tidal Current Tables for daily predictions.)

(41) **Pilotage** is compulsory for all foreign vessels and for U.S. vessels under register in the foreign trade. Pilotage is optional for U.S. vessels under enrollment in the coastwise trade if they have on board a pilot licensed by the Federal Government to operate in these waters.

(42) The Association of Maryland Pilots has an office in Baltimore (301-342-6013, 301-276-1337; cable address MARPILOT) and provides service to any port in Maryland. The Virginia Pilots Association has an office in Norfolk (804-496-0995; cable address VAPILOT) and provides service to any port in Virginia. Vessels bound for Washington, D.C. may take a pilot from either association.

(43) A pilot boat from the Association of Maryland Pilots is stationed in the pilot cruising area off Cape Henry. The pilot boat, a 180-foot converted tugboat, has a black hull, white superstructure, and a blue stack with the number "1" in the center. The pilot boat monitors VHF-FM channels 16, 11, and 13. The pilot boat displays the standard day and night signals. The pilots are carried to and from the ships in 35- and 47-foot-long launches with blue hulls, white houses, and the word "PILOT" across the wheelhouses. The pilots carry portable radiotelephones for bridge-to-bridge communications on channel 13. Vessels proceeding from the Virginia Capes to Washington, D.C. or the upper part of Chesapeake Bay and northward, when using Maryland pilots, sometimes transfer pilots at a designated transfer area off Piney Point on the Potomac River or in Chesapeake Bay off the entrance to Patuxent River, depending on the port of call.

(44) The Virginia Pilots Association maintains a pilot station at Cape Henry, just north of Cape Henry Light. The pilots monitor VHF-FM channels 11, 16, and 74. Other channels are used on request. Four pilot boats are stationed in Lynnhaven Inlet; two are in use at any given time. The pilot boats are 50 feet long with orange hulls and gray houses with the word "PILOT" on each side.

(45) The Chesapeake and Interstate Pilots Association offers pilot services to vessels engaged in the coastwise trade and public vessels between Cape Henry and any port or place on the Chesapeake Bay and its tributaries. Arrangements for pilots are made through ships' agents or the pilot office in Norfolk (telephone, 804-855-2733; cable, CINPILOT). Pilots meet vessels day or night aboard the pilot boat "CHESAPEAKE II" which is black with a white house and the word "PILOT" on the sides. At night, the standard pilot lights are displayed. A 12-hour estimated time of arrival (ETA) is requested with any change greater than 1 hour being advised to the pilots. The pilot boat "CHESAPEAKE II" monitors VHF-FM channels 16 and 13 about 1 hour and 30 minutes prior to the vessel's ETA or

Departure and switches to VHF-FM channel 6 for working traffic. The pilot boat call sign is WTR 3711.

(46) Vessels are usually boarded at Chesapeake Bay Entrance Lighted Junction Buoy CBJ, but with prior arrangement and if scheduling permits, vessels can be boarded at other places in the lower Chesapeake Bay.

(47) The Interport Pilots Agency, Inc. offers pilotage to public and U.S. vessels in the coastwise trade transiting to Baltimore, the Chesapeake and Delaware Canal, Philadelphia, New York, Long Island Sound, Cape Cod Canal, and ports in the northeast. Arrangements for any of the above services are made in advance through ships' agents or with their office in Atlantic Highlands, N.J. (telephone 201-291-1310; cable, PORTPILOTS). An updated 12-hour estimated time of arrival (ETA) is requested.

(48) The pilot boat "CHESAPEAKE II" is also used by Interport Pilots Agency,

(49) It has been noted that sometimes considerable differences occur between a vessel's ETA and her actual arrival due to conditions encountered between Cape Hatteras and Cape Henry. Revisions to the ETA of 1 hour or greater should be passed to the pilots especially if the vessel's arrival will be sooner than previously advised.

(50) **Charts 12254, 12222, 12256.**—**Thimble Shoal Channel**, the improved approach to Hampton Roads, begins 2.3 miles northwest of Cape Henry Light and extends 9.5 miles west-northwestward; a Federal project provides for a 55-foot-deep channel with a 32-foot-deep auxiliary channel on each side of the main channel. (See Notice to Mariners and latest editions of the charts for controlling depths.)

(51) **Naval and general anchorages** are south of Thimble Shoal Channel. (See 110.1 and 110.168, chapter 2, for limits and regulations.)

(52) **Thimble Shoal Channel** is a **Regulated Navigation Area** and draft limitations apply. A vessel drawing less than 25 feet may not enter the channel, unless the vessel is crossing the channel. (See 165.501, chapter 2, for limits and regulations.)

(53) **Lynnhaven Roads**, an open bight westward of Cape Henry, is protected from southerly winds and is sometimes used as an anchorage. The former dumping-ground area in the western part of the bight has shoals and obstructions with depths as little as 11 feet; elsewhere, general depths are 20 to 28 feet. Eastward of Lynnhaven Inlet, the 18-foot curve is no more than 0.3 mile from shore; westward of the inlet, the shoaling is gradual and depths of 18 feet can be found 0.8 mile from shore.

(54) There are two small-craft openings in the Chesapeake Bay Bridge-Tunnel south of Thimble Shoal Channel. Each fixed span has a clearance of 21 feet.

(55) **Lynnhaven Inlet**, 4 miles westward of Cape Henry Light, is subject to continual change. The inlet is marked by a lighted buoy, daybeacons, and lights. The twin fixed highway bridges over the inlet have a clearance of 35 feet. Overhead power cables close southward of the bridges have clearances of 68 feet. **Lynnhaven Bay**, south of the inlet, has depths of 1 to 10 feet.

(56) A dredged channel marked by a light and daybeacons leads eastward from the south end of the inlet to **Broad Bay**. In May-July 1988, the controlling depths were 5½ feet (8 feet in the midchannel) in the channel leading eastward from the south end of the inlet to Daybeacon 6, thence 7 feet to Light 14 at the west end of Broad Bay. Another dredged channel leads eastward from just south of the bridges around the north side of a small island and connects with the southerly channel southeast of the island near Daybeacon 6. In May-July 1988, the midchannel controlling

depth was 8½ feet in the northerly channel. The Great Neck Road fixed highway bridge over the channel 1.2 miles from the twin bridges over the inlet has a clearance of 35 feet; nearby overhead power and telephone cables have a clearance of 55 feet. In 1987, twin fixed highway bridges with a design clearance of 36 feet were under construction about 0.5 mile east of the Great Neck Road bridge.

(57) **Caution.**—It is reported that this channel has very heavy boat traffic and is especially congested on summer weekends.

(58) An alternate route to Broad Bay is through **Long Creek** which branches northeastward from the dredged channel in the vicinity of Daybeacon 11. In June 1988, the controlling depth was 8 feet in Long Creek. The 40-foot span of the Great Neck Road Bridge over Long Creek has a clearance of 20 feet. Nearby overhead cables have a clearance of 37 feet. In 1987, twin fixed highway bridges with a design clearance of 36 feet were under construction about 0.5 mile east of the Great Neck Road bridge.

(59) Depths are about 7 feet in Broad Bay. A marked channel with a midchannel controlling depth of 5 feet in June 1987, leads southeastward through **The Narrows** to the southern end of **Linkhorn Bay** near Virginia Beach.

(60) Small-craft facilities are inside **Lynnhaven Inlet** and in both forks of **Linkhorn Bay**.

(61) **Little Creek** is entered between jetties 8 miles westward of Cape Henry Light. Most of the creek comprises the **U. S. Naval Amphibious Base**, but the Virginia and Maryland Railroad operates car floats from the south end terminal to the town of Cape Charles on the Delmarva Peninsula; small craft use the west arm.

(62) A dredged channel in **Little Creek** leads to a basin off the railroad terminal, 1.2 miles south of the jetties. In June 1987, the reported controlling depth was 20 feet in the channel and in the basin. The channel is marked by a 177°30' lighted entrance range and by lights. **Little Creek Coast Guard Station** is eastward of the railroad terminal.

(63) **Fishermans Cove**, on the west side of **Little Creek**, has fuel and berthing facilities for small craft. A speed limit of 5 knots is prescribed for Fishermans Cove. (See 33 CFR 165.509(d)(9), chapter 2.)

(64) Naval danger zones and restricted areas extend northward from the vicinity of **Little Creek** to the edge of **Thimble Shoal Channel**. (See 334.310 and 334.370, chapter 2, for limits and regulations.)

(65) **Chart 12245.**—**Hampton Roads**, at the southwest corner of Chesapeake Bay, is entered 16 miles westward of the Virginia Capes. It includes the Port of Norfolk, encompassing the cities of Norfolk, Portsmouth, and Chesapeake, and the Port of Newport News, which takes in the cities of Newport News and Hampton.

(66) **Hampton Roads** is the world's foremost bulk cargo harbor. Coal, petroleum products, grain, sand and gravel, tobacco, and fertilizer constitute more than 90 percent of the heavy traffic movement by water, although an increasing amount of general cargo is handled by the Hampton Roads ports.

(67) **Channels.**—The approach to Hampton Roads is through the 55-foot **Thimble Shoal Channel**. There are natural depths of 80 to 20 feet in the main part of Hampton Roads, but the harbor shoals to less than 10 feet toward the shores. Dredged channels lead to the principal ports.

(68) Two main Federal project channels, marked by buoys, lead through Hampton Roads. One channel leads southward along the waterfronts of Norfolk, Portsmouth, and Chesapeake to the first bridge across the Southern Branch of Elizabeth River; project depths are 50 feet

through Entrance Reach; thence 55 feet through Craney Island Reach at Lamberts Point; thence 40 feet to the bridge. The other channel with a 55-foot project depth leads westward to the waterfront at Newport News at the entrance to James River. (See Notice to Mariners and latest editions of the charts for controlling depths.)

(69) **Anchorage.**—Numerous general, explosives, naval, and small-craft anchorages are in Hampton Roads and Elizabeth River. (See 110.1 and 110.168, chapter 2, for limits and regulations.) The areas are shown on charts 12245 and 12253.

(70) **Tides.**—The mean range of tide is 2.5 feet in Hampton Roads. (See Tide Tables for daily predictions of tides at Sewells Point.)

(71) **Currents.**—Information for several places in Hampton Roads and Elizabeth River is given in the Tidal Current Tables. The currents are influenced considerably by the winds and at times attain velocities in excess of the tabulated values. The current velocity is about 1.0 knot in Hampton Roads and about 0.6 knot in Elizabeth River.

(72) **Ice.**—Hampton Roads is free of ice. In severe winters the upper part of Southern Branch, Elizabeth River, is sometimes closed for short periods.

(73) **Weather.**—The National Weather Service maintains an office at Norfolk International Airport; barometers in the Hampton Roads area can be compared there or checked by telephone.

(74) **Pilotage** for Hampton Roads ports. (See Pilotage at the beginning of this chapter and chapter 3.)

(75) **Towage.**—Vessels usually proceed from Cape Henry to points in the Hampton Roads port area under their own power and without assistance. A large fleet of tugs is available at Norfolk and Newport News to assist in docking or undocking and in shifting within the harbor.

(76) **Quarantine, customs, immigration, and agricultural quarantine.**—(See chapter 3, Vessel Arrival Inspections, and appendix for addresses.)

(77) **Quarantine** is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.) The quarantine anchorage is southwestward of Old Point Comfort. The U.S. Naval Hospital is in Portsmouth.

(78) Hampton Roads is a customs port of entry.

(79) **Coast Guard.**—A Marine Safety Office is in Norfolk. (See appendix for address.)

(80) **Harbor regulations.**—Port regulations are principally concerned with grain, coal handling, port charges, and pilotage and stevedoring rates. Copies of these regulations may be obtained from the Hampton Roads Maritime Association, 236 East Plume Street, P.O. Box 3528, Norfolk, Va. 23514.

(81) **Anchorage regulations** are given in 110.1 and 110.168, chapter 2.

(82) **Wharves.**—The Hampton Roads area has more than 200 piers and wharves along more than 30 miles of improved waterfront; only the major deepwater facilities are described. Included are coal piers; containerized-cargo berths; oil storage and bunkering facilities; general-cargo, grain, and ore piers; and marine railways and drydocks. Available depths are 22 to 42 feet at the general-cargo, ore, and grain piers; 36 to 45 feet at the coal piers; and 20 to 42 feet at the oil-storage and bunkering facilities. A 350-ton floating crane is available.

(83) **Supplies.**—The principal coal-handling and bunkering piers are those of the Norfolk and Western Railway at Lamberts Point, Norfolk, and of the Chesapeake and Ohio Railway at Newport News. Bunker oil is available at Sewells

Point, in Southern Branch of Elizabeth River, and at Newport News, or it can be delivered from barges in the stream. Freshwater is available on the principal piers and can be supplied from barges. The area also has numerous ship chandlers and marine suppliers.

(84) **Repairs.**—Hampton Roads has extensive facilities for drydocking and making major repairs to large deep-draft vessels. The largest floating drydock at Norfolk has a capacity of 54,000 tons, and the largest marine railway can handle 6,000 tons. The shipyard at Newport News is one of the largest and best equipped in the United States; the principal graving dock has a length of 1,600 feet on the keel blocks. There are many other yards that are especially equipped to handle medium-sized and small vessels. More details on these repair facilities are given with the discussion of the waterway or port in which they are located.

(85) **Small-craft facilities.**—Complete services and repairs are available at Hampton Roads ports. There are marine railways up to 11 tons and mobile hoists up to 60 tons for repairs. (See small-craft facilities tabulations on charts 12205 and 12206 for services and supplies available.)

(86) **Communications.**—Hampton Roads ports are served by a terminal beltline, several large railroads, and by more than 50 motor carriers. In addition, over 90 steamship lines connect Hampton Roads with the principal U.S. and foreign ports; most of the lines have regular sailings, and others maintain frequent but irregular service. Three airlines offer prompt airfreight, express, and passenger service from Norfolk and Newport News to major U.S. cities with connecting service overseas.

(87) **Thimble Shoal Light** (37°00.9'N., 76°14.4'W.), 55 feet above the water, is shown from a red conical tower on a brown cylindrical pier on the eastern edge of the shoal; a fog signal is sounded from the station. The light is 12.3 miles from the Virginia Capes. Thimble Shoal is the southern edge of **Horseshoe**, described in chapter 11.

(88) The entrance to Hampton Roads is between Willoughby Spit and Old Point Comfort, 2 miles to the northward.

(89) A bridge-tunnel complex crosses Chesapeake Bay from Willoughby Spit to Hampton.

(90) **Old Point Comfort** is the site of historic **Fort Monroe**. The Chamberlin Hotel is an excellent landmark. **Old Point Comfort Light** (37°00.1'N., 76°18.4'W.), 54 feet above the water, is shown from a white tower. Only Government craft can tie up at the wharf on the south waterfront of Old Point Comfort.

(91) A naval restricted area extends eastward and southward of Old Point Comfort, and a danger zone of an army firing range extends to seaward from a point 1.5 miles northward of the point. (See 334.350, and 334.360, chapter 2, respectively, for limits and regulations.)

(92) **Hampton Bar** begins about 200 yards southwestward of Old Point Comfort and extends 2 miles southwestward; depths on the bar are 1 to 5 feet. The bar is marked by two lights and by buoys along its southern edge. These lights, together with one on Hampton Flats, aid vessels in mooring in the naval and other anchorages northward of the main channel.

(93) A dredged channel, marked by a light and daybeacons, leads along the west side of Old Point Comfort to the fish wharves at **Phoebus**. In September 1980, the channel had a controlling depth of 11 feet. The wharves have depths of 8 to 12 feet at their outer ends, but are in poor condition. Small craft can anchor in depths of 8 to 20 feet along the sides of the channel. The Fort Monroe yacht piers are on the east side of the channel 0.4 mile above Old Point Comfort.

(94) **Hampton River**, 1.5 miles westward of Old Point Comfort, is entered by a marked channel through Hampton Bar and Flats to a point just below the highway bridge at Hampton. Federal project depths are 12 feet. (See Notice to Mariners and latest editions of the charts for controlling depths.) Some small craft also enter west of Hampton Bar. **Hampton**, on the west side of the river 2 miles above the channel entrance, is an important seafood center. Traffic on the river consists of seafood and petroleum products, sand and gravel, and building materials. The residential and commercial areas of Hampton are on the west side of Hampton River; **Hampton Institute** and a Veterans Hospital are on the east side.

(95) **Sunset Creek**, on the west side just above the Hampton River mouth, is entered by a marked dredged channel leading westward from the channel in the river. In December 1980, the controlling depth was 12 feet to the head of the creek.

(96) The principal commercial wharves at Hampton, just below the bridge, have depths of 7 to 12 feet at their faces. The public landing 500 yards below the bridge has depths of 8 feet at the face; small boats anchor between the public landing and the bridge. The wharves along Sunset Creek have depths of 4 to 9 feet at their outer ends.

(97) Supplies and fuel are available at Hampton. A yacht club and several marinas here have berthing space. Repairs can be made; largest marine railway, 120 feet; lift, 35 tons.

(98) **Jones Creek**, on the east side of Hampton River 300 yards above the mouth, has depths of 8 to 11 feet. The bulkheads have depths of 3 to 10 feet alongside and are controlled by the Veterans Hospital on the south and Hampton Institute on the north.

(99) **Salters Creek**, 4 miles west-southwestward of Old Point Comfort, has a narrow unmarked approach channel with depths of 2 feet. The fixed highway bridge over the entrance has a channel width of 24 feet and a clearance of 9 feet. Numerous small craft moor above the bridge in a basin that has depths of about 5 feet.

(100) The 55-foot project channel to Newport News was discussed earlier. Depths along the edges of the dredged section are 19 to 25 feet. The currents do not always set fair with the channel, especially with strong winds, and deep-draft vessels sometimes find it difficult to stay in the channel.

(101) **Newport News Middle Ground Light** (36°56.7'N., 76°23.5'W.), 52 feet above the water, is shown from a red conical tower on a red cylindrical pier in 15 feet of water near the western end of the shoal; a seasonal fog signal is at the light.

(102) **Newport News Point** (36°57.8'N., 76°24.7'W.) on the north side of the entrance to James River, is 21.5 miles from the Virginia Capes. The city of **Newport News** extends several miles along the northeast bank of James River.

(103) **Newport News Creek**, just west of Newport News Point is a city-owned small-boat harbor used by fishing boats, pleasure craft, and petroleum barges. In January 1985, the controlling depth was 12 feet in the dredged channel for about 0.6 mile above the mouth. Fuel, supplies, and slips are available, and repairs can be made. A 75-ton marine railway and a 40-ton mobile hoist are available.

(104) **Newport News Shipbuilding and Drydock Company** is just below the James River Bridge on the east side of the river. A security zone is along the waterfront of the company property. (See 165.30, 165.33 and 165.504, chapter 2, for limits and regulations.)

(105) **Wharves.**—The deepwater piers and wharves at Newport News extend from Newport News Point for 2.5 miles up James River. Only the major facilities are described. All

have access to highways and railroads, freshwater connections, and electric shore-power connections. Unless otherwise indicated, these facilities are owned by the Virginia Ports Authority. The alongside depths given for each facility described are reported depths. (For information on the latest depths, contact the operator.) For a complete description of the port facilities at Newport News, refer to Port Series No. 11, published and sold by the U.S. Army Corps of Engineers. (See appendix for address.)

(106) **Chart 12245:**

(107) **Newport News Marine Terminal Pier 2** (36°58'24"N., 76°26'00"W.): north and south sides 606 feet long; 32 feet along north side, 35 feet along south side; deck height, 8 feet; receipt and shipment of bulk cargo; operated by Virginia International Terminals.

(108) **Newport News Marine Terminal Pier B:** about 200 yards southeastward of Newport News Marine Terminal Pier 2; 543-foot face, north and south sides 620 feet long; 35 feet along north side, 40 feet along south side and face; deck height, 15 feet; 268,000 square feet covered storage; 8 acres of open storage; receipt and shipment of general and roll-on/roll-off cargo; operated by Virginia International Terminals.

(109) **Newport News Marine Terminal Pier C:** about 150 yards southeastward of Newport News Marine Terminal Pier B; 552-foot face, 35 feet alongside; north side, 755 feet long; 35 feet alongside; south side, 935 feet long; 40 feet alongside; 410,000 square feet covered storage; 200-ton-capacity container crane, 50-ton gantry crane; use of equipment from Pier B; receipt and shipment of general, containerized and roll-on/roll-off cargo; operated by Virginia International Terminals.

(110) **Pier 8 Terminal:** about 700 yards southeastward of Newport News Marine Terminal Pier 2; 213-foot face; north and south sides 818 feet long; 32 feet alongside; deck height, 15 feet; 138,000 square feet covered storage; 20-ton crane available, forklift trucks; receipt of general cargo; operated by Tidewater Stevedoring Corp.

(111) **Massey Coal Terminal Pier 9** (36°58'05"N., 76°25'44"W.): east and west sides 1,200 feet long; 46 feet alongside; deck height, 11½ feet; tandem in-line rotary car dumper with unloading rate of 5,000 tons per hour; traveling shiploader with loading rate of 8,000 tons per hour; receipt and shipment of coal; owned and operated by Massey Coal Terminal Corp.

(112) **C. & O. Pier 14:** about 0.75 mile southeastward of Pier 8 Terminal; east and west sides 1,090 feet long; 45 feet alongside; deck height, 11½ feet; two traveling coal-loading towers, 4,500-ton-per-hour capacity each; shipment of coal; owned and operated by the Chessie System.

(113) **C. & O. Pier 15:** eastward of C. & O. Pier 14; west side 1,000 feet long; 38 feet alongside; deck height, 9½ feet; one fixed coal-loading tower on each side of the pier, ship-positioning winches; shipment of coal; owned and operated by the Chessie System. East side is not used.

(114) **Koch Fuels, Inc. Tanker Dock:** about 200 yards eastward of C. & O. Pier 15; offshore wharf, 203 feet with platform; 35 feet alongside; deck height, 13 feet; storage tanks, 520,000-barrel capacity; receipt and shipment of petroleum products, bunkering vessels; operated by Koch Fuels, Inc.

(115) The facilities of the Newport News Shipbuilding and Drydock Co. begin 1.7 miles northwest of Newport News Point and extend 2 miles upriver. The company operates five outfitting piers; four drydocks, the largest being 862 feet long, 118 feet wide, and a depth of 31 feet over the sill; and three graving docks used for ship construction and repair, the largest being 1,600 feet long and 250 feet wide with a

depth over the sill of 33 feet. Gantry cranes of 900 and 310 tons serve the graving docks. The shipyard also has two inclining shipways with lengths to 650 feet. The largest shaft produced by the shipyard is 76 feet by 60 inches. Most of the outfitting piers are equipped with cranes; largest has a capacity of 50 tons. Floating derricks up to 67-ton capacity are available at the yard.

(116) **Willoughby Spit**, on the south side of the entrance to Hampton Roads, is a narrow barrier beach 1.3 miles long in an east-west direction. About midway between the spit and Old Point Comfort, on the opposite side of the entrance, is **Fort Wool**, which is on the south edge of the main ship channel; a light is shown from a small gray house on the north side of the island.

(117) The 45-foot-wide small-boat openings in the south approach bridge to Hampton Roads Tunnel have clearances of 10 feet.

(118) **Willoughby Bank**, with depths of 3 to 7 feet, extends east-northeastward along the edge of the main channel for about 2.5 miles from Fort Wool.

(119) **Willoughby Bay**, on the inner side of Willoughby Spit, has general depths of 7 to 12 feet. On the south side of the bay are the prominent buildings of the Norfolk Naval Base and the Naval Air Station. A marked channel, 0.4 mile westward of Fort Wool, leads to a small-boat harbor behind the hook of Willoughby Spit. In September 1987, the controlling depth was 5½ feet. Some supplies, fuel, and berthing are available. Repairs can be made; largest marine railway, 40 feet.

(120) The western and southern part of Willoughby Bay is a **restricted area**. (See 334.300, chapter 2, for limits and regulations.) The northern part of the bay is a **small-craft anchorage**. (See 110.1 and 110.168 (f) and (h)), chapter 2, for limits and regulations.)

(121) A fixed highway bridge with a clearance of 25 feet crosses the yacht anchorage in the northern part of Willoughby Bay.

(122) **Charts 12245, 12253.**—Norfolk Harbor comprises a portion of the southern and eastern shores of Hampton Roads and both shores of **Elizabeth River** and its Eastern, Southern, and Western Branches, on which the cities of Norfolk, Portsmouth, and Chesapeake are located.

(123) The harbor extends from off Sewells Point south in Elizabeth River to the seventh bridge over Southern Branch, a distance of 15 miles; it extends 1.5 miles up Western Branch to a point 0.5 mile above the West Norfolk highway bridge, and up Eastern Branch for 2.5 miles to the Norfolk and Western Railway Bridge.

(124) The main part of Norfolk is on the east side of Elizabeth River north of Eastern Branch, with Berkley, a subdivision, to the southward between Eastern and Southern Branches. South of Berkley is the city of Chesapeake. Portsmouth is opposite Norfolk, and its waterfront extends along the west shore of Southern Branch and the south shore of Western Branch. These cities form practically a single community, united by the same commercial interests and served by the same ship channel.

(125) A **safety zone** is in effect in the Elizabeth River when a naval aircraft carrier transits the river to or from the Norfolk Naval Shipyard. (See 165.505, chapter 2, for limits and regulations.)

(126) **Weather.**—Norfolk, with an average elevation of 13 feet above sea level and almost surrounded by water, has a modified marine climate. The city's geographic position with respect to the principal storm tracks is especially favorable, being south of the average path of storms originating in the higher latitudes and north of the usual

track of hurricanes and other tropical storms. These features combine to place Norfolk in one of the favored climatic regions of the world. The winters are mild, while autumn and spring seasons usually are delightful. Summers, though warm and long, frequently are tempered by cool periods, often associated with northeasterly winds off the Atlantic. Temperatures of 100° or higher are very infrequent. Cold waves seldom penetrate to this area. Occasional winters pass without a measurable amount of snowfall. Most of Norfolk's snow generally occurs in light falls, which usually melt and disappear within 24 hours. The average date of the last freezing temperature in the spring is March 23, while the average date of the first in autumn is November 18. The average annual amount of rainfall is about 45 inches, and considerably more than one-half of it falls in well-distributed amounts during April to October, inclusive. (See page T-4 Norfolk climatological table.)

(127) **Chart 12245.—Sewells Point** (36°57.8'N., 76°19.6'W.), on the east side of the entrance to Elizabeth River, is 18 miles from the Virginia Capes. A breakwater, marked by a light on its outer end, extends about 0.3 mile westward from the point. The piers of the Norfolk Naval Base and its annex extend southward from the breakwater along the east bank of the river. Depths at the naval piers are 33 to 45 feet. A jettied basin at the naval base, 0.6 mile south of Sewells Point, affords protection for navy service craft in depths of 21 to 29 feet.

(128) **Sewells Point Spit**, covered 3 to 6 feet, extends north-northeastward from the point for 1.4 miles to the outer end of Willoughby Channel.

(129) A channel, marked by lights and daybeacons, extends eastward and southward through Sewells Point Spit for about 1.2 miles to an enclosed boat basin used by small navy boats. In May 1974, the channel had a controlling depth of 10 feet; depths of 7 to 10 feet were available in the basin.

(130) The approach to the naval piers is a restricted area. (See 334.300(b)(1), chapter 2, for limits and regulations.)

(131) **Wharves.**—Norfolk Harbor has numerous wharves and piers of all types, the majority of which are privately owned and operated; only the major deepwater facilities are described. These facilities are southward of Sewells Point, between the Norfolk Naval Base and Tanner Point; on Lamberts Point; on Pinner Point; and on Eastern Branch and Southern Branch of Elizabeth River. All have freshwater connections and access to highways and railroads, and most have electrical shore-power connections. Cargo is generally handled by ship's tackle; special cargo-handling equipment, if available, is mentioned in the description of the particular facility. The alongside depths given for each facility described are reported depths. (For information on the latest depths, contact the operator.) For a complete description of the wharves and piers in Norfolk Harbor refer to Port Series No. 11, published and sold by the U.S. Army Corps of Engineers. (See appendix for address.)

(132) **Facilities southward of Sewells Point, between Norfolk Naval Base and Tanner Point** (chart 12245):

(133) **Continental Grain Co. Wharf** (36°55'57"N., 76°19'41"W.): face 1,035 feet; 40 feet alongside; deck height 9 feet; face of wharf in line and contiguous with Virginia Ports Authority Pier B to the westward; 3¼-million-bushel grain elevator; railroad car and truck dumpers; loading tower, marine leg, and conveyor system, combined loading rate 80,000 bushels per hour; receipt and shipment of grains; owned by Virginia Port Authority and operated by Continental Grain Co.

(134) **Sewells Point Division, Piers A and B:** immediately westward of Continental Grain Co. Wharf; 498-foot face, 32

feet alongside; Pier B (north side) 1,211 feet long, 32 feet alongside; Pier A (south side) 1,193 feet long, 32 feet alongside; deck height, 9½ feet; 230,000 square feet covered storage; cranes up to 15-ton capacity; receipt and shipment of general cargo and shipment of scrap metal; owned by Virginia Ports Authority and operated by Lamberts Point Docks, Inc. A buoy marks a shoal just northward of Pier B.

(135) **Lehigh Portland Cement Pier:** 150 yards southward of Virginia Ports Authority Piers; 40-foot face, 205 feet with dolphins; 33 feet alongside; deck height, 11½ feet; 33,000-ton storage capacity; unloading rate 600 tons per hour; receipt of bulk cement; owned and operated by Lehigh Portland Cement Co.

(136) **Exxon Co., U.S.A. Pier** (36°55'39"N., 76°20'00"W.): about 0.2 mile southward of Sewells Point Division Piers; north and south sides 1,300 feet; north side, 40 feet alongside; south side, 20 to 30 feet alongside; deck height, 9 feet; storage tanks, 2½-million-barrel capacity; receipt and shipment of petroleum products, bunkering vessels; owned and operated by Exxon Co., U.S.A.

(137) **Norfolk International Terminals:** 900,000 square feet covered storage; 300,000 cubic feet cold storage; 55 acres open storage; deck heights, 9½ feet; receipt and shipment of general and containerized cargo; receipt of logs; passengers; owned by Virginia Ports Authority and operated by Virginia International Terminals.

(138) **Pier 2** (36°55'02"N., 76°19'56"W.): 334-foot face, north and south sides 1,328 feet long; 35 feet along north side, 42 feet along south side.

(139) **North Berth:** immediately northward of Pier 2; 950-foot marginal wharf; 32 feet alongside; roll-on/roll-off berth.

(140) **Pier 1:** about 200 yards southward of Pier 2; 308-foot face, north and south sides 1,320 feet long; 42 feet along north side, 35 feet along south side; fumigation chambers.

(141) **Container Berths 1, 2, 3, and 4:** immediately southward of Pier 1; 2,688-foot marginal wharf; 35 to 41 feet alongside; one 30-ton and three 40-ton dual hoist cranes, three 40-ton traveling container carriers.

(142) **Facilities at Lamberts Point** (chart 12253):

(143) **Norfolk and Western Railway Co. Piers:** owned and operated by Norfolk and Western Railway Co.; shipment of coal.

(144) **Pier 6** (36°52'45"N., 76°19'54"W.): 88-foot face; 45 feet alongside; north and south sides 1,600 feet, 1,850 feet with dolphins, 50 feet alongside; deck height, 11 feet; two electric shiploaders, loading rate 5,000 tons per hour each.

(145) **Pier 5:** about 200 yards southward of Pier 6; 74-foot face; north and south sides 1850 feet; 36 feet alongside; deck height, 11 feet; one electric dumper with a loading capacity of 1,000 tons per hour; ship-positioning winches on south side.

(146) **Virginia Ports Authority Terminal, Piers N, L, and P:** 1.5 million square feet covered storage; 100,000 cubic feet cold storage space; fumigation chambers; storage tanks, 10,000-ton capacity; forklift trucks and other portable mechanized cargo-handling equipment; cranes up to 25-ton capacity; receipt and shipment of general and containerized cargo; receipt of castor oil and shipment of soybean, palm and coconut oils; owned by Virginia Ports Authority and operated by Lamberts Point Docks, Inc.

(147) **Pier N** (36°52'00"N., 76°19'06"W.): 390-foot face, 24 feet alongside; north and south sides 1,100 feet long, 32 feet alongside; deck height, 11½ feet.

(148) **Pier L:** about 200 yards southeastward of Pier N; 243-foot face; north side 1,180 feet, south side 1,200 feet long; 32 feet alongside; deck height, 9 feet.

(149) Pier P: about 600 yards southeastward of Pier N; 396-foot face; north and south sides 1,196 feet long; 32 feet alongside; deck height, 11 feet.

(150) Facilities at Port Norfolk (chart 12253):

(151) Portsmouth Marine Terminal (36°51'27"N., 76°19'27"W.): 2,536-foot face; 60-foot roll-on/roll-off ramp; 36 feet alongside except 31 feet near the west end; deck height, 12 feet; 200,000 square feet covered storage, 215 acres open storage; cranes to 110 tons, container cranes to 30 tons; fumigation chambers; receipt and shipment of general, containerized and roll-on/roll-off cargo; receipt of automobiles; shipment of tobacco; owned by Virginia Ports Authority and operated by Virginia International Terminals.

(152) Sea-Land Service Terminal (36°51'28"N., 76°19'04"W.): 600-foot face, 1,000 feet with dolphins; 38 feet alongside; deck height, 12 feet; 30,000 square feet covered storage, open storage for 650 containers; two 30-ton container cranes; receipt and shipment of general and containerized cargo; owned and operated by Sea-Land Service, Inc.

(153) Facilities in Eastern Branch of Elizabeth River (chart 12253):

(154) Norfolk, Baltimore, and Carolina Line Terminal: 33,000 square feet covered storage area; receipt and shipment of containerized general cargo in the intracoastal trade; owned and operated by the Norfolk, Baltimore, and Carolina Line, Inc.

(155) Pier No. 2 (36°50'33"N., 76°17'07"W.): 68-foot face; 20 feet alongside; deck height, 8 feet.

(156) Pier No. 1: about 50 yards eastward of Pier 2; 46-foot face, 20 feet alongside; deck height, 8 feet.

(157) Chemphalt Wharf (36°50'19"N., 76°16'19"W.): 50-foot offshore wharf with 300 feet of berthing space with dolphins; 35 feet alongside; deck height, 9 feet; storage tanks, 300,000-barrel capacity; receipt of asphalt, liquid fertilizer, and styrene monomer; owned and operated by Chemphalt of Carolina Corp.

(158) Facilities in Southern Branch of Elizabeth River, Berkley, Chesapeake, and Portsmouth (chart 12253):

(159) U.S. Gypsum Co. Wharf (36°49'18"N., 76°17'23"W.): 40-foot offshore wharf, 370 feet with dolphins; 27 feet alongside; deck height, 10 feet; storage shed, 47,000-ton capacity; open storage for 100,000 tons; receipt of gypsum rock; owned and operated by U. S. Gypsum Co.

(160) Crown Central Petroleum Corp. Wharf (36°49'14"N., 76°17'24"W.): 40-foot T-head pier, 145 feet with dolphins; 30 feet alongside; deck height, 6 feet; 214,000-barrel storage capacity; receipt and shipment of petroleum products; operated by Crown Central Petroleum Corp.

(161) Mobil Oil Corp. Tanker Wharf (36°49'11"N., 76°17'23"W.): 75-foot T-head wharf, 750 feet with dolphins; 36 feet alongside; deck height, 10 feet; receipt and shipment of petroleum products, bunkering vessels; 683,000-barrel storage facility; owned by Mobil Oil Corp., operated by Mobil Oil Corp., and Union Oil Co. of California.

(162) Gulf Oil Co. Wharf: 200 yards south of Mobil Oil Wharf; 1,020-foot face, 30 to 32 feet alongside; deck height, 12 feet; receipt and shipment of petroleum products, bunkering vessels; 800,000-barrel storage facility; owned and operated by Gulf Oil Refining and Marketing Co.

(163) Lone Star Industries, Cement Wharf: 100 yards south of Gulf Oil Co. Wharf; 27-foot platforms with 267 feet of berthing space; 35 feet alongside; deck height, 10 feet; silos, 37,000-ton capacity; receipt of cement clinker; owned and operated by Lone Star Industries, Inc.

(164) Royster Co. Wharf (36°48'46"N., 76°17'24"W.): marginal type wharf, 450 feet with dolphins; 25 feet alongside;

deck height, 9 feet; shipment of fertilizer products; owned and operated by Royster Co.

(165) Amoco Oil Co. Wharf (36°48'21"N., 76°17'22"W.): 60-foot T-head pier, 235 feet with dolphins; 27 to 29 feet alongside; deck height, 11 feet; 655,000-barrel storage facility; receipt and shipment of petroleum products; receipt of asphalt; shipment of soybean oil; bunkering vessels; owned and operated by Amoco Oil Co.

(166) Cargill Grain South Elevator Dock (36°48'06"N., 76°17'20"W.): 500-foot face 39 feet alongside; deck height, 10 feet; 6¼-million-bushel elevator; elevator loading rate 60,000 bushels per hour; shipment of grain and soybean meal; owned and operated by Cargill Inc.

(167) Texaco Oil Co. Wharf (36°47'51"N., 76°17'29"W.): marginal wharf, 565 feet with dolphins; 32 feet alongside; deck height, 12 feet; 1½-million-barrel storage capacity; receipt and shipment of petroleum products; receipt of asphalt; bunkering vessels; owned and operated by Texaco Inc.

(168) Conoco Wharf (36°47'44"N., 76°17'32"W.): 145-foot T-head wharf, 650 feet with dolphins; 31 feet alongside; deck height, 10 feet; receipt and shipment of petroleum products; 700,000-barrel storage facility; owned and operated by Conoco.

(169) Lone Star Industries Ulexite Plant Pier (36°47'27"N., 76°17'50"W.): north side, 447 feet long; 36 feet alongside; deck height, 12 feet; open storage for 27,000 tons; receipt and shipment of pumice and ulexite, shipment of fertilizer; owned and operated by Lone Star Industries, Inc.

(170) Tenneco-Cities Service Pier (36°47'22"N., 76°18'07"W.): 55-foot face, 208 feet with dolphins; 27 feet alongside; deck height, 8 feet; storage tanks, 350,000-barrel capacity; receipt and shipment of petroleum products; receipt of creosote and coal tar; owned and operated by Tenneco-Cities Service.

(171) Amerada Hess Corp. Tanker Dock (36°47'06"N., 76°18'10"W.): 68-foot offshore wharf with berthing space for vessels to 700 feet; 35 feet alongside; deck height, 13½ feet; tanks, 500,000-barrel storage capacity; receipt and shipment of petroleum products; owned and operated by Amerada Hess Corp.

(172) Atlantic Cement Co. Wharf (36°46'42"N., 76°18'22"W.): 465 feet long with dolphins; 30 to 31 feet alongside; deck height, 10½ feet; 31,000-ton capacity storage silos; receipt of bulk cement; owned and operated by Atlantic Cement Co.

(173) Elizabeth River Terminals, Piers 1 and 2 (36°46'40"N., 76°18'05"W.): Pier 1, 1200 feet long with dolphins; 35 feet alongside; deck height, 8½ feet; Pier 2, 750 feet long with dolphins; 14 feet alongside; deck height, 11 feet; 225,000 square feet covered storage; 350,000 square feet of open storage; 36,000 tons of tank storage; cranes to 50 tons; receipt and shipment of liquid sulfur; receipt of chemicals, scrap metals, and bulk materials; shipment of fertilizer and animal feed; owned and operated by Elizabeth River Terminals, Inc.

(174) Chilean Nitrate Wharf (36°46.6'N., 76°17.7'W.): 350-foot offshore wharf, 395 feet with dolphins; 32 feet alongside; deck height, 11 feet; covered storage for 28,000 tons of fertilizer; receipt of bulk fertilizers; owned and operated by the Chilean Nitrate Sales Corp.

(175) Smith-Douglass Wharf (36°46'25"N., 76°17'40"W.): 365-foot face, 500 feet long with dolphins; 30 feet alongside; deck height, 12 feet; covered storage for 65,000 tons of fertilizer; receipt of spent sulphuric acid; owned and operated by Smith-Douglass Division of Borden Chemical Co.

(176) **Hitch Terminal Tanker Wharf** (36°46'21"N., 76°17'51"W.): 30-foot offshore wharf, 200 feet long with dolphins; 30 feet alongside; deck height, 8 feet; tank storage for nitrogen, capacity 146,000 barrels, petroleum tank storage, capacity 323,000 barrels; receipt of liquid nitrogen; owned by Arthur Hitch, Jr.; operated by Hitch Terminal Corp. and Swift Nitrogen Terminal.

(177) **American Hoechst Corp. Wharf** (36°45'28"N., 76°17'37"W.): offshore wharf, 190 feet long with dolphins; 22 feet alongside; deck height, 10 feet; storage tanks for 120,000 barrels; receipt of styrene monomer; owned and operated by American Hoechst Corp.

(178) **Portsmouth Power Station Wharf** (36°46'11"N., 76°17'55"W.): 75-foot face, berthing space for vessels to 800 feet; 36 feet alongside; deck height, 10 feet; storage tanks for 475,000 barrels; receipt of fuel oils for plant consumption; owned and operated by Virginia Electric and Power Co.

(179) **Swann Oil Co. Wharf** (36°46'36"N., 76°18'25"W.): 50-foot T-head pier, 280 feet with dolphins; 35 feet alongside; deck height, 12 feet; 850,000-barrel storage facility; receipt of petroleum products; owned and operated by Swann Oil Co.

(180) **Atlantic Energy, Inc. Wharf** (36°46'43"N., 76°18'41"W.): 30-foot offshore wharf, 700 feet of berthing with dolphins; 32 feet alongside; storage tanks, 480,000-barrel capacity; receipt of liquified petroleum gases; owned and operated by Atlantic Energy, Inc.

(181) **Alcoa Transfer Station Pier** (39°47'54"N., 76°17'42"W.): 750 feet long; 42 feet alongside; deck height, 15 feet; 55,000-ton storage tank; unloading tower with unloading rate of 1,100 tons per hour; and conveyor system to storage tank; receipt of alumina; owned and operated by Aluminum Co. of America.

(182) **BP Oil Co. Wharf** (36°47'57"N., 76°17'45"W.): 317-foot offshore wharf, 360 feet of berthing with dolphins; 30 feet alongside; deck height, 12 feet; storage tanks, 410,000-barrel capacity; shipment of petroleum products; owned and operated by the BP Oil Co., Inc.

(183) **Allied Mills Wharf** (36°48'00"N., 76°17'45"W.): 81-foot face, 275 feet of berthing with dolphins; 25 feet alongside; deck height, 12 feet; receipt of bulk molasses; 2-million-gallon molasses storage tank; grain elevator, 375,000-bushel capacity; owned by Allied Mills Inc.; operated by Southgate Molasses Co. Inc.

(184) A disposal area, enclosed by levees, is in Hampton Roads on the north side of Craney Island. A smaller levee extends eastward from the lower east side of the disposal area to a dolphin 0.2 mile west of the ship channel; the section of the levee east of about 36°54.0'N., 76°20.8'W. covers at high water.

(185) **Lafayette River** empties into the east side of Elizabeth River 4 miles south of Sewells Point and 22 miles from the Virginia Capes. The river, used exclusively by pleasure and recreational craft, is entered by a marked dredged channel between Tanner Point and Lamberts Point, 1.5 miles to the southward. A light, 0.6 mile south of Tanner Point, marks the channel entrance. The dredged channel leads for 1.1 miles to a point about 0.3 mile westward of the Hampton Boulevard Bridge. From this point, a marked natural channel leads for about 2.4 miles to where the river divides into two forks. In August 1984, the controlling depth was 8 feet in the dredged section; thence depths of about 6 feet to the forks, and 2 to 4 feet up each fork; the chart is the best guide. The dredged channel turns sharply at the light off **Lawless Point**, a mile above the entrance, and vessels must be on the alert to avoid grounding. **General and small-craft anchorages** extend up Lafayette River to the first bridge.

(See 110.168 (c) and (h), chapter 2, for limits and regulations.)

(186) **Hampton Boulevard Bridge**, 1.5 miles above the entrance to Lafayette River, has a fixed channel span with a clearance of 26 feet. A yacht club is just below the north end of the bridge.

(187) **Knitting Mill Creek**, is on the south side of Lafayette River about 3 miles above the mouth. In May 1985, the creek had a midchannel controlling depth of 4 feet to the head. Some supplies, gasoline, and berths are available within the creek. Repairs can be made; largest marine railway, 40 feet; lift, 10 tons.

(188) **East Haven**, on the south side of Lafayette River about 3.5 miles above the mouth, has a dredged channel that leads to a settling basin and boat ramp at the head. In January 1981, a controlling depth of 6 feet was in the channel and 8 feet in the basin.

(189) **Granby Street Bridge**, 3.5 miles above the entrance to Lafayette River, has a 40-foot fixed span with a clearance of 22 feet.

(190) Just above Granby Street Bridge (chart 12253), Lafayette River divides into two forks, both unmarked. A fixed highway bridge over the mouth of the north fork has a channel width of 30 feet and a clearance of 10 feet. In 1986, a replacement fixed bridge with a design clearance of 18 feet was under construction adjacent to the existing bridge. A fixed highway bridge over the south fork, a mile from Granby Street Bridge, has a channel width of 27 feet and a clearance of 9 feet; another fixed highway bridge 0.3 mile farther up the south fork has a channel width of 23 feet and a clearance of 4 feet.

(191) **Chart 12253.—Craney Island**, now a part of the mainland, is on the west side of Elizabeth River 4.5 miles south of Sewells Point. The low and thinly wooded area is the site of a navy fuel depot, and the offshore wharf and piers, all on the eastern side, are used only by Government vessels. Two daybeacons close off the northeast end of Craney Island mark submerged rocks. The offshore wharf and piers have depths of 22 to 47 feet alongside. A submerged water main crosses from Craney Island to the north side of Lamberts Point; vessels are cautioned not to anchor in the vicinity of the lighted range that marks the crossing. **Portsmouth Coast Guard Station** is on the west side of the entrance to Craney Island Creek.

(192) **Lamberts Point**, on the east side of Elizabeth River 5.3 miles south of Sewells Point, is the site of several deep-water piers. These facilities were described earlier in this chapter under Wharves, Norfolk Harbor.

(193) **Western Branch** (36°52.0'N., 76°19.7'W.) empties into the southwest side of Elizabeth River 5.8 miles south of Sewells Point and 23.8 miles from the capes. A marked channel leads from the main channel in Elizabeth River for 4.5 miles upstream. In June-July 1987, the midchannel controlling depth was 18 feet in the dredged channel to about 0.25 mile above the first bridge; then in 1980, about 7 feet could be carried to **Drum Point**, 0.5 mile above the third bridge.

(194) A 540-foot lighted pier about 1 mile above the entrance to Western Branch extends to the northern edge of the marked channel; mariners are advised to use caution in the area. A fixed highway bridge, about 1.2 miles above the entrance, has a clearance of 45 feet.

(195) **West Norfolk**, northward of the fixed bridge, has a shipyard and small-craft facilities. Supplies, fuel, and slips are available. Repairs can be made; largest marine railway, 220 feet.

(196) **Churchland** twin fixed highway bridges, 2.3 miles above the entrance to Western Branch, have clearances of 38 feet. The overhead power cable on the upper side of the bridge has a clearance of 45 feet; the transmission towers are marked by lights.

(197) A 280-foot fishing pier extends from the southeast shore about 1.4 miles above the Churchland bridges. An overhead power cable close upstream of the pier has a clearance of 47 feet. **Hodges Ferry** fixed highway bridge, 4.7 miles above the entrance, has a clearance of 18 feet. The overhead power cable on the upstream side of the Hodges Ferry bridge has a clearance of 37 feet.

(198) **Pinner Point** (36°51.3'N., 76°19.1'W.) is on the southwest side of Elizabeth River, 6.8 miles from Sewells Point. Most of the piers at the point have been destroyed by fire or are in poor condition; they are being razed or renovated. The Portsmouth Marine Terminals, Inc. operates the facilities at the Portsmouth Marine Terminal about 0.3 mile northwestward of Pinner Point. A marked dredged channel leads from Elizabeth River to a docking area at the terminal. In July 1979, the controlling depth to and in the docking area was 35 feet. The facilities of the Portsmouth Marine Terminal and those at Pinner Point were described earlier in this chapter under Wharves, Norfolk Harbor.

(199) **Scott Creek** (36°51.1'N., 76°18.5'W.), on the southwest side of Elizabeth River 7.3 miles from Sewells Point, is entered through a channel, marked by daybeacons, which had a controlling depth of 4½ feet in March 1971. The channel leads to old fishing wharves now used by pleasure craft. A marina with a 60-ton lift is on the S side of the creek about 0.4 mile above channel entrance. A marina is on the point on the south side of the creek, about 0.9 mile above the channel entrance. Berths, water, a 60-foot marine railway, and a 3½-ton fixed lift are available; hull repairs can be made.

(200) **Hospital Point**, on the southwest side of Elizabeth River 7.5 miles from Sewells Point, is the site of a U.S. Naval Hospital. The main hospital building, the largest structure along the southwest side of Elizabeth River, is visible for many miles. The hospital landing has depths of about 18 feet at the face.

(201) **Norfolk**, or parts of it, has been described at some length in the preceding text. The midpoint of the downtown section can be taken as the **City Wharf** (36°50.9'N., 76°17.8'W.) at the foot of West Main Street, which is on the northwest side of Elizabeth River 7.7 miles from Sewells Point and 25.7 miles from the Virginia Capes. City Wharf has depths of 15 feet at the face, but is in poor condition. The wharves northwest and southwest of West Main Street have depths of 14 to 20 feet alongside.

(202) (See page T-7 for **Norfolk climatological table**.) A weather summary for Norfolk is given in the preceding text under Norfolk Harbor.

(203) **Smith Creek**, opposite Hospital Point 7.5 miles from Sewells Point, has entrance depths of about 3 feet with deeper water inside, but the entrance is restricted by a 48-foot-wide fixed highway bridge with a clearance of 13 feet. **Small-craft anchorages** are in Smith Creek. (See 110.1 and 110.168 (d)(4) and (h), chapter 2, for limits and regulations.)

(204) The **Atlantic Marine Center**, the Atlantic shipbase of the National Ocean Service, is on the east side of the entrance to Smith Creek. There are 243-, 251-, and 312-foot berths along the bulkhead wharf, which has depths of 20 feet alongside.

(205) **Waterside** is in the downtown area of **Town Point**, on Norfolk, the north side of the intersection between Elizabeth River and Eastern Branch. A municipal marina at this popular tourist stop has reported depths of about 16 feet at the

entrance, inside the marina, and alongside the berths. Transient berths are available year-round. A sewage pump-out station is at the marina. Electricity is at the berths; ice and provisions are available nearby. The marina staff monitors VHF-FM channels 16 and 68.

(206) **Eastern Branch** (36°50.5'N., 76°17.6'W.) empties into the east side of Elizabeth River 8 miles from Sewells Point and 26 miles from the Virginia Capes.

(207) A Federal project provides for a channel 25 feet deep to the Norfolk and Western Railway Bridge, 2.5 miles above the entrance. (See Notice to Mariners and latest edition of the charts for controlling depths.)

(208) Above the Norfolk and Western Railway Bridge, the natural channel has depths of 10 to 18 feet to the forks 3.3 miles from the entrance, and usually is marked by bush stakes.

(209) **General anchorages** are in Eastern Branch. (See 110.168 (e) and (h), chapter 2, for limits and regulations.)

(210) **Downtown Norfolk** is on the north side of Eastern Branch, and **Berkley**, a subdivision, is on the south side. Traffic is fairly heavy as far as **Campostella Bridge**. Depths at most of the piers on both sides of the branch range from 14 to 25 feet.

(211) The highway bridge, 0.4 mile above the entrance to Eastern Branch, has a bascule span with a clearance of 48 feet. The Norfolk and Western Railway Bridge, 1 mile above the entrance, has a bascule span with a clearance of 4 feet. (See 117.1 through 117.49, chapter 2, for drawbridge regulations.) An overhead power cable 200 yards east of this bridge has a clearance of 150 feet.

(212) **Campostella Bridge**, 1.4 miles above the entrance to Eastern Branch, has a fixed span with a clearance of 65 feet. The Norfolk and Western Railway Bridge, 2.5 miles above the entrance, has a swing span with a clearance of 6 feet. (See 117.1 through 117.59 and 117.1007(a), chapter 2, for drawbridge regulations.)

(213) There are several shipyards along Eastern Branch: the largest floating drydock has a 3,200-ton capacity and handles vessels up to 316 feet; the largest marine railway has a 5,500-ton capacity and can handle vessels to 380 feet.

(214) **Southern Branch**, the continuation of Elizabeth River south of the junction with Eastern Branch, is a part of the **Intracoastal Waterway** route southward to Albemarle Sound. The waterway is described at length in **United States Coast Pilot 4, Atlantic Coast, Cape Henry to Key West**.

(215) The Federal project for Southern Branch provides for a channel 40 feet deep to the third bridge, thence 35 feet deep to the seventh bridge. The channel is maintained at or near project dimensions, and is well marked. (See Notice to Mariners and latest edition of the charts for controlling depths.)

(216) A speed limit of 6 knots is prescribed by 162.55, chapter 2, for that part of Southern Branch between Eastern Branch and the first bridge.

(217) The Norfolk and Portsmouth Belt Line Railroad Bridge, 1.9 miles south of the junction with Eastern Branch and 9.9 miles from Sewells Point, has a vertical-lift span with a clearance of 6 feet down and 142 feet up. (See 117.1 through 117.49, chapter 2, for drawbridge regulations.) State Route 337 highway bridge, 0.2 mile southward of the Norfolk and Portsmouth Belt Line Railroad Bridge, has a vertical lift span with a clearance of 15 feet down and 145 feet up. The Norfolk and Western Railway Bridge, 10.9 miles from Sewells Point, has a vertical lift span with a clearance of 10 feet down and 135 feet up. (See 117.1 through 117.59 and 117.997, chapter 2, for drawbridge regulations.)

(218) U.S. Routes 13 and 460 highway bridge and the Norfolk and Western Railway Bridge, immediately to the southward, 13.1 miles from Sewells Point, have bascule spans with a least clearance of 7 feet. (See 117.1 through 117.49, chapter 2, for drawbridge regulations.) Large vessels must exercise caution when making the turns to these bridges because of the current.

(219) The facilities on the east side of Southern Branch are mostly shipyards, oil terminals, and bulk-cargo piers, while Government installations front most of the west side.

(220) The port facilities on the Berkley side of Southern Branch were described earlier in this chapter under Wharves, Norfolk Harbor.

(221) The shipyard at Berkley has six piers that can accommodate vessels up to 1,200 feet. The largest floating drydock at the yard is 850 feet long over the keel blocks, 192 feet

wide, 36 feet deep over the keel blocks, and has a lifting capacity of 54,250 tons. A marine railway with a capacity of 1,000 tons is available at the shipyard; cranes up to 67 tons are also available. The largest shaft the shipyard is able to produce is 100 feet by 30 inches.

(222) The **Norfolk Naval Shipyard** is on the **Portsmouth** side of Southern Branch, 3.5 miles from Lamberts Point, and occupies about 2 miles of waterfront. There are naval **restricted** areas along this reach. (See 334.290, chapter 2, for limits and regulations.)

(223) Most of the oil terminals are at **Chesapeake**, on the east side of Southern Branch, 10 miles from Sewells Point and 28 miles from the Capes. These facilities, as well as the deep-draft bulk cargo, grain, chemical, and fertilizer piers and wharves, were described earlier in this chapter under Wharves, Norfolk Harbor.

11. CHESAPEAKE BAY, YORK AND RAPPAHANNOCK RIVERS

(1) This chapter describes the western shore of Chesapeake Bay from Old Point Comfort to the Potomac River including its principal tributaries Back, Poquoson, York, Piankatank, Rappahannock, and Great Wicomico Rivers, and Mobjack Bay. Also discussed are the ports of Yorktown, Fredericksburg, West Point, Tappahannock, Kilmarnock, and Reedville, as well as several of the smaller ports and landings on these waterways.

(2) **COLREGS Demarcation Lines.**—The lines established for Chesapeake Bay are described in 80.510, chapter 2.

(3) **Charts 12221, 12225.**—The western shore of Chesapeake Bay from Old Point Comfort to the Potomac River is mostly low. York and Rappahannock Rivers are broad and deep at their entrances and are navigable for long distances.

(4) **Fishtraps** are thicker in this area than in any other part of the bay. Ice is seldom encountered this far south in the bay, but may be found in the upper parts of some of the tributaries.

(5) **Channels.**—The Federal project for Chesapeake Bay provides for depths of 50 feet in the main channel between the Virginia Capes and Fort McHenry, Baltimore. There are three dredged sections in the lower Chesapeake Bay: the first off Cape Henry, just above the Virginia Capes; the second off York Spit, 11 to 22 miles above the Capes; and the third off Rappahannock Spit, 40 to 46 miles above the Capes; they are well marked. (See Notice to Mariners and latest editions of the charts for controlling depths.)

(6) **York Spit Channel** begins 11 miles above the Capes and extends northward another 11 miles. The current velocity is about 1.0 knot in the channel.

(7) **Chart 12222.**—**Horseshoe** is a shoal that extends several miles out from the shore between Old Point Comfort and Back River, 6.5 miles to the northward. The southern edge of the shoal lies along the north side of the main channel into Hampton Roads; the eastern half has depths of 13 to 18 feet, and the western half, 6 to 11 feet. Local vessels drawing 7 feet or less use the lanes through the fishtraps on the Horseshoe when navigating between Hampton Roads and York River or Mobjack Bay. The tidal current velocity is 0.5 knot over the Horseshoe and is rotary, turning clockwise.

(8) A naval restricted area extends eastward and southward of Old Point Comfort, and a danger zone of the Fort Monroe firing range extends to seaward from a point 1.5 miles northward of the point. (See 334.350 and 334.360, chapter 2, for limits and regulations, respectively.)

(9) **Salt Ponds** is entered through a privately dredged inlet on the west side of Chesapeake Bay about 4 miles north of Old Point Comfort. The entrance is marked by private aids. In 1980, the controlling depth just inside the inlet was 6½ feet. Sand dunes protect Salt Ponds from the open waters of the bay. A marina is on the east and west sides of Salt Ponds.

(10) **Back River** empties into the west side of Chesapeake Bay 7 miles northward of Old Point Comfort between Northend Point and Plumtree Island, 1 mile to the northward. A firing and bombing danger zone is north of the entrance to Back River. (See 334.340, chapter 2, for limits and

regulations.) The approach to Back River, from southeastward through a lane in the fishtraps, is well marked. The mean range of tide is 2.3 feet at the entrance.

(11) About 2 miles above the mouth, Back River divides into **Northwest Branch** and **Southwest Branch**, which have general depths of 2 to 5 feet. The **Langley Field** hangars, water tanks, and wind tunnel back of Willoughby Point, between the branches, can be seen for many miles. In 1979, the marked channel that extends 3 miles from the mouth of the river to the Langley Field fuel pier on the west side of Southwest Branch had a controlling depth of about 12 feet. In August 1982, shoaling to 3 feet was reported on the south side of the channel about 150 yards east-northeastward of Light 9. In December 1985, a bare shoal was reported to extend about 60 feet north of Light 9. The Langley Yacht Club, just south of the fuel pier, has gasoline and supplies; the depth in the basin is about 4 feet. A marked side channel to the Langley Field boathouse, on the south side of Northwest Branch 3 miles above the river mouth, has a controlling depth of about 7 feet.

(12) A marina on the south side of Back River, just east of **Windmill Point** 1 mile above the mouth, has gasoline, diesel fuel, and supplies; marine railways can handle boats up to 40 feet. The reported depth to the marina is about 6½ feet.

(13) **Harris River**, on the south side of Back River west of **Windmill Point**, has depths of 6 feet in a marked channel that leads to a marina inside **Stony Point**. Some supplies, gasoline, diesel fuel, and berths are available. Repairs can be made; mobile lift, 20 tons.

(14) **Messick Point** is on the north side of Back River, 1.5 miles above the mouth.

(15) The side-by-side highway and rail bridges over Southwest Branch, 1.5 miles above Willoughby Point, have fixed spans with a minimum width of 18 feet and a clearance of 6 feet.

(16) Between Back River and Poquoson River are shoals that extend 1 to 3 miles from shore; on the shoals are scattered oyster rocks that bare, or nearly bare, at low water. Strangers should stay outside the 6-foot curve. A buoyed lane, about 0.6 mile outside the 6-foot curve, extends northwestward through a fishtrap area from about 2.4 miles east-southeast of Northend Point to about 1.6 miles west-southwest of York Spit Light. In September 1980, poles were reported in the lane in about 37°09'54"N., 76°16'21"W., 37°10'45"N., 76°16'42"W., and 37°10'51"N., 76°16'48"W.

(17) **Chart 12238.**—**Poquoson River**, which empties into Chesapeake Bay 5 miles northwest of Back River, has depths of 7 feet to the village of Yorkville, on the west side 2.5 miles above the mouth. The marked approach to the river is from northeastward and is clear of fishtraps for a width of 400 yards. There is a light on either side of the entrance. The mean range of tide is 2.4 feet.

(18) **Bennett Creek**, on the southeast side of the Poquoson River mouth, has depths of 6 feet or more for 1.3 miles to **Easton Cove**, which makes off to the eastward. The channel is marked as far as White House Cove, on the west side of Bennett Creek 0.8 mile above the mouth; the channel in White House Cove is marked by daybeacons and has depths of 8 to 2 feet for 0.7 mile above the mouth. A 50-ton mobile hoist at the basin on the north side of the cove entrance can handle boats for hull repairs. Gasoline and diesel fuel are

available at a marina near the south end of the cove. A "no wake" speed limit is in effect in White House Cove.

(19) **Chisman Creek**, on the north side of the Poquoson River mouth, has depths of 9 feet or more in a narrow channel for 1.3 miles above its entrance. There are boatyards on the south side, 1 mile above the entrance; gasoline is available; the largest marine railway can handle boats up to 100 feet for hull repairs. The creek is marked by daybeacons and a light.

(20) **Back Creek**, 1.5 miles south of York River, has depths of 7 feet for 2 miles. The entrance is marked by lights and daybeacons. The creek is used by oystering and fishing boats. A State-owned wharf on the south side, 1.4 miles above the mouth, has a depth of about 9 feet at the face. Gasoline, diesel fuel, limited berthing, and some supplies are available at a marina on the south side, 1.8 miles above the mouth; repairs can be made.

(21) Passage northward from Back Creek to York River can be made through the **Thorofare**, about 0.8 mile from the mouth of Back Creek. In January-February 1980, the dredged channel, marked by lights and daybeacons, had a midchannel controlling depth of 3½ feet.

(22) **Charts 12238, 12241, 12243.—York River** formed by the junction of Mattaponi and Pamunkey Rivers 29 miles about the mouth, is 15 miles northward of Old Point Comfort and 26 miles by the main channel from Cape Henry. Traffic on York River consists chiefly of pulpwood, petroleum products, military supplies, and shellfish. Drafts of vessels using the river are mostly 18 feet or less, but deep-draft vessels navigate the lower reaches.

(23) York River has a broad and fairly straight channel, is well marked and easily followed. Depths are as much as 80 feet off Yorktown. In 1982, the controlling depth in the dredged sections of the river was 18 feet to West Point. Vessels can anchor in the wider parts of York River channel aside from the naval areas described later.

(24) The mean range of tide is 2.2 feet at the entrance to York River, 2.4 feet at Yorktown, and 2.8 feet at West Point. The currents in York River follow the general direction of the channel except in the narrowest parts where there is a tendency to set a vessel onto the shoals. The velocity varies throughout the river; the times of slack water and strengths of current become later going up the river. The normal conditions are subject to change by winds and freshets.

(25) Ice sometimes interferes with navigation of York River for short periods during severe winters, but in ordinary winters there is no interruption below West Point.

(26) **Caution.**—Ships and craft underway in York River are to proceed at reduced speed and exercise extreme caution in order to reduce generated water motion and to prevent damage to the Virginia Fisheries Laboratory equipment and facilities located downstream from the Coleman Memorial Bridge, in the vicinity of Gloucester Point, ships and craft loading volatile fuels at the American Oil Co. refinery pier, and other craft and property close to the shores of the river. In no instance should the speed of ships underway upriver from the Tue Marshes Light exceed 12 knots.

(27) **Pilotage** on the York River is compulsory for all foreign vessels and for U.S. vessels under register in the foreign trade. Pilotage is optional for U.S. vessels in the coastwise trade which have on board a pilot licensed by the Federal Government to operate in these waters.

(28) The Chesapeake and Interstate Pilots Association offers pilot services to U.S. vessels, engaged in the coastwise trade, and public vessels to any port or place on the York River. Arrangements for pilots may be made through ships'

agents or the pilot office in Norfolk (telephone, 804-855-2733; cable, CINPILOT). Pilots will meet vessels entering from sea at Cape Henry (discussed in chapter 9), and will meet a vessel at its port if it is on the Chesapeake Bay and its tributaries or Delaware Bay and River and provide pilot services directly to the York River. The Virginia Pilots Association offers pilotage to all vessels. Pilot service above Cheatham Annex is available only during daylight. (See Pilotage, chapters 3 and 9.)

(29) **Supplies** are available at Yorktown, West Point, and at other places described in this chapter. **Repairs** can be made to small vessels in Perrin River, Sarah Creek, and at other places.

(30) **Chart 12238.—York Spit** extends outward along the northeast side of the York River approach channel for 7 miles from Guinea Marshes; the inner half of the spit has depths of 1 to 6 feet, and the outer half 10 to 20 feet.

(31) **York Spit Light** (37°12.6'N., 76°15.3' W.), 30 feet above the water, is shown from a pile with a red and white diamond-shaped daymark, in depths of 12 feet near the outer end of the spit. The light is 19.8 miles above Cape Charles.

(32) The York River approach channel, extending from about 7 miles southeast of York Spit Light to about 3 miles northwest of the light, has a controlling depth of about 37 feet and is well marked. There are natural depths in excess of 37 feet from the north end of the dredged section to the naval installation 5 miles above Yorktown bridge.

(33) About 1.5 miles northwest of York Spit Light, a buoyed lane extends northeastward through the fishtraps. The lane has depths of 15 feet or more and can be used by medium-draft vessels approaching York River from northward.

(34) The swash channel through York Spit about 5 miles northwest of York Spit Light has a controlling depth of about 7 feet; it is marked by a light and daybeacons. The channel shows up well on a bright day.

(35) **Chart 12241.**—The entrance to York River is between **Tue Point** and **Guinea Marshes**, 25.9 miles above the Virginia Capes.

(36) **Tue Marshes Light** (37°14.1'N., 76°23.2'W.), 41 feet above the water, is shown from a pile with a green and white diamond-shaped daymark, in depths of 4 feet 0.3 mile north of Tue Point.

(37) **Perrin River**, on the north side of York River 2 miles above the mouth, has depths of 6 feet or more in the approach and through a narrow marked channel to the wharf at **Perrin**, on the north side 0.3 mile above the entrance. A marina on the east side has gasoline, diesel fuel, some supplies, and a 20-ton mobile hoist; hull and engine repairs can be made. Gasoline and diesel fuel can be obtained at several of the oysterhouse wharves, on the east side of the river entrance; depths of 4 to 7 feet are alongside the wharves.

(38) The Amoco offshore pier, on the south side of York River 3.3 miles above the mouth, has reported depths of 40 feet along the 1,240-foot outer face. The pier, connected to shore by a 0.5 mile long catwalk, is marked at its easterly end by a private light.

(39) The intake for an electric powerplant, on the south side of the river 4.2 miles above the mouth, is marked by two lights.

(40) **Wormley Creek** and **West Branch** have a common entrance on the south side of York River, 4.5 miles above the mouth; a light marks the entrance. A privately dredged channel leads through the entrance to the Coast Guard Reserve Training Center basin and pier on the north side of

West Branch 0.8 mile above the entrance light. In October 1984, the channel, marked by a light, buoys, and daybeacons, had a centerline controlling depth of 5 feet to the Coast Guard basin. Local knowledge is advised. Gasoline diesel fuel, berths, water, electricity, a 37-ton mobile lift, and marine supplies can be obtained at a marina on the east side of Wormley Creek just above the entrance; hull and engine repairs can be made.

(41) The Coast Guard T-pier (37°13.6'N., 76°28.7'W.), on the south side of York River 5 miles above the mouth, has depths of 30 feet reported at the outer end.

(42) A naval explosives handling berth is northward of the Coast Guard pier. (See 334.260, chapter 2, for limits and regulations.)

(43) Sarah Creek, on the north side of York River 6 miles above the mouth, has depths of 7 feet through the marked entrance channel and for about 0.8 mile up both its branches. A large yacht haven, on the west side 0.3 mile above the entrance, has supplies, gasoline, diesel fuel, a 35-ton lift, a pumpout station and numerous berths. Repairs can be made at a boatyard 0.3 mile up Northwest Branch; marine railway, 76 feet; largest lift, 60 tons.

(44) A fixed highway bridge with a clearance of 6 feet and channel width of 47 feet crosses Northwest Branch about 0.8 mile above its mouth.

(45) Yorktown, the historic Revolutionary War town, is on the southwest side of York River 6.7 miles above the mouth. High on the bluff in the southerly part is the Yorktown Monument, and a group of buildings is prominent on the shore back of the wharves. The main part of the town is not visible from the river. George P. Coleman Memorial Bridge, from Yorktown to Gloucester Point, has twin spans with clearance of 60 feet; the two spans open clockwise simultaneously. The bridgetender monitors VHF-FM channel 13; call sign KQ-7166. (See 117.1 through 117.49, chapter 2, for drawbridge regulations.)

(46) The public wharf at the Yorktown end of the bridge has depths of 6 feet at its face, but depths of 20 feet or more are only 5 feet off of it. The post office is at the wharf. Supplies are available nearby.

(47) Permission to use the wharf facilities may be obtained from the Board of Trustees, P.O. Box 512, Yorktown, Va. 23690.

(48) Gloucester Point is a village at the northeast end of Coleman Bridge. There are several piers and buildings on the low point, and the red brick building of the Virginia Institute of Marine Science is about 500 yards northeastward. The long T-head pier (37°14'46"N., 76°30'02"W.), owned by the Institute, has reported depths of 8 feet at the face. A shorter pier of the Institute is about 150 yards to the northward; depths of 6 feet are reported at the face.

(49) The Yorktown Naval Weapons Station piers on the southwest side of York River, 8 miles above the mouth, have depths of about 39 feet at their outer ends. A prohibited area and a restricted area for mine service testing are off the piers. (See 334.260, chapter 2, for limits and regulations.) A naval anchorage begins off the Naval Weapons Station piers and extends upriver about 4 miles. (See 110.166, chapter 2, for limits and regulations.)

(50) The Naval Supply Center piers at Cheatham Annex Depot, on the southwest side of York River 11.5 miles above the mouth, have reported depths of 22 feet at the southeasterly T-pier and 14 feet at the northwesterly L-pier; greater depths were reported close off the pier faces. The piers are within a naval restricted area. (See 334.270, chapter 2, for limits and regulations.)

(51) Chart 12243.—Queen Creek (37°18.1'N., 76°36.9'W.), on the southwest side of York River 13 miles above the mouth, has depths of about 5 feet with local knowledge through a marked channel across the flats at the entrance and deeper water through a narrow channel inside for 2.7 miles to Hawtree Landing. The channel inside is marked by daybeacons to a point about 0.6 mile below Hawtree Landing. States on either side of the entrance mark the limits of the State's experimental oyster beds.

(52) Aberdeen Creek, on the northeast side of York River 14 miles above the mouth, has a marked dredged channel leading to a turning basin and public landing 0.4 mile above the entrance. In 1982-March 1983, the controlling depth was 2 feet at midchannel to the basin, thence 3 feet in the basin. Gasoline and diesel fuel are available at a seafood company wharf just north of the public landing.

(53) The ruins of a long T-head pier are at Clay Bank, on the northeast side of York River 15 miles above the mouth.

(54) Poropotank Bay, on the northeast side of York River 22 miles above the mouth, has depths of 5 feet at the entrance; the best water favors the eastern side which is marked by bush stakes. From the entrance, depths of about 5 feet can be carried 4 miles through Morris Bay and Poropotank River to Miller Landing. There are several other landings along the river. The channel is usually marked by bush stakes, but is crooked and narrow in places and difficult to navigate without local knowledge.

(55) West Point, at the junction of Mattaponi and Pamunkey Rivers 29 miles above the mouth of York River, has waterborne commerce in pulpwood, paper products, and petroleum. The town is the terminus of a Southern Railway branch line. The pulp, paper, and paperboard wharves just above the Eltham Bridge have reported depths of 16 feet alongside.

(56) At West Point, the maximum current velocity is 0.8 knots on the flood in Mattaponi River, and 0.9 knots on the ebb in Pamunkey River. Broken-off piling extends off the south side of West Point.

(57) A public pier is at the southeast end of West Point, at the mouth of Mattaponi River. Gasoline is available at an oil wharf with depths of 5 to 15 feet alongside 0.4 mile south of the Lord Delaware Bridge; diesel fuel can be delivered by truck. An oil pier 0.2 mile above the bridge has depths of 18 feet alongside. Supplies can be obtained in town.

(58) Chart 12243.—Mattaponi River, which empties into York River eastward of West Point (37°31.7'N., 76°47.7'W.), is one of two tributaries that combine to form York River. Traffic on Mattaponi River consists chiefly of pulpwood. Drafts of vessels using the river above West Point usually do not exceed 10 feet.

(59) Controlling depths in Mattaponi River are as follows: 12 feet to Courthouse Landing, 13 miles above the mouth; thence 9 feet for 10 miles to Locust Grove; and thence 2 feet to Aylett, 32 miles above the mouth.

(60) The channel in Mattaponi River is unmarked and is difficult to navigate without local knowledge. The mean range of tide is 2.8 feet at West Point and 3.9 feet at Walkerton. Freshets occur at irregular intervals, being more severe in March and April, and have reached a height of 17 feet above low water at Aylett, though this is exceptional; the freshet rise is negligible at and below West Point.

(61) The Lord Delaware Bridge over Mattaponi River at West Point has a swing span with a clearance of 12 feet; the eastern opening is used as there are no fenders on the western opening. (See 117.1 through 117.59 and 117.1015, chapter 2, for drawbridge regulations.) Overhead power cables

about 1.8 and 13 miles above the mouth have clearances of 62 feet and 90 feet, respectively.

(62) The **Walkerton** highway bridge, 24.5 miles above the mouth of Mattaponi River, has a swing span with a clearance of 6 feet through the southerly opening which has fenders. (See 117.1 through 117.59 and 117.1015, chapter 2, for drawbridge regulations.) Two fixed bridges cross the river at Aylett, 32 miles above the mouth; minimum clearance is 20 feet. The minimum clearance of the overhead power cables between the bridges at Walkerton and Aylett is 42 feet.

(63) **Pamunkey River**, the westerly of the two tributaries that form York River, has many landings along its banks. Traffic on the river consists chiefly of pulpwood; there is a grain elevator platform at **Port Richmond**, 2 miles above the mouth. Vessels with drafts up to 12 feet navigate the river to Port Richmond.

(64) Controlling depths in Pamunkey River are about 12 feet from the mouth to **Cumberland Landing**, 20 miles above the mouth, thence 8 feet to **White House**, 28 miles above the mouth, and 4 feet to the **Newcastle Bridges** 46 miles above the mouth. The mean range of tide is 2.7 feet at **Sweet Hall Landing**, 15 miles above the mouth, and 3.3 feet at **Northbury**, 35 miles above the mouth. Freshets occur at irregular intervals, being more severe in March and April.

(65) Pamunkey River is easy to navigate as far as **Brickhouse Landing**, 16 miles above the mouth; farther up, navigation is difficult without local knowledge. Freshwater is available at some of the landings, and the river water is fresh above Cumberland Landing. Several narrow cutoffs have depths enough for small boats, but their use requires local knowledge. Above **Retreat**, 36 miles above the mouth, the river is covered with floating debris and snags.

(66) The **Eltham Bridge** over Pamunkey River at West Point has a swing span with a clearance of 10 feet; the southwest opening is preferred, as there are no fenders along the northeast opening. The bridgetender monitors VHF-FM channel 13; call sign KQ-7168. Power cables crossing the river about 2 and 14.6 miles above the mouth have clearances of 60 and 90 feet, respectively. The railroad bridge at White House has a swing span with a clearance of 4 feet; the easterly opening is used. (See 117.1 through 117.49, chapter 2, for drawbridge regulations.)

(67) **Chart 12238.—Mobjack Bay**, which is entered between Guinea Marshes at the shore end of York Spit, and New Point Comfort, 4 miles east-northeastward, includes several tributaries, the most important being East, North, Ware, and Severn Rivers. The bay is obstructed by extensive shoals, but has depths of 22 feet in the entrance and 15 feet for considerable distances into the tributaries. Many of the shoals are marked by lights and buoys.

(68) The only prominent marks in the approach to Mobjack Bay are York Spit Light on the south and the white tower of the abandoned lighthouse on New Point Comfort on the north. The approach channel extends between fishtrap buoys; numerous crab pots exist shoreward of these buoys. Good anchorage, sheltered from all but southerly and southeasterly winds, can be found in the bay. Small craft find safe anchorage in the bight westward of New Point Comfort and in the rivers and creeks. The mean range of tide is 2.3 feet at the entrance.

(69) **New Point Comfort** is the south end of a low, partly wooded island which is separated from the mainland by **Deep Creek**, a crooked and unmarked natural channel. The pile remains of **Bayside Wharf**, visible at high water 1.5 miles northwest of New Point Comfort, extend about 0.4 mile channelward.

(70) **Davis Creek**, 1.6 miles northwest of New Point Comfort, has a marked dredged channel leading to a public landing in the western arm about 0.8 mile above the entrance. In October 1986, the controlling depth was 7 feet in the east half of the channel from Light 1 to Light 8, thence 9 feet to the turning basin with 10 feet in the basin. Depths of 8½ to 10 feet are alongside the face of the public landing. Several wharves are on the shore in the upper part of the creek; gasoline and diesel fuel are available.

(71) **Pepper Creek**, 3 miles northwest of New Point Comfort, has depths of 4 feet for about 0.7 mile above the entrance. The approach is marked by daybeacons.

(72) **East River**, 5 miles northwest of New Point Comfort, has a marked narrow channel with depths of 10 feet for 3.5 miles above the entrance, and thence 4 feet for another 2 miles to the head. Shoals, sometimes marked by bush stakes, extend for some distance off many of the points above the entrance, but the midchannel is clear.

(73) **Diggs Wharf**, on the east side of East River just inside the entrance, is in ruins. There are no commercial facilities at **Mobjack** opposite Diggs Wharf.

(74) **Williams Wharf**, on the northeast side of East River about 2.5 miles above the entrance, has reported depths of 6 to 8 feet alongside the abandoned oysterhouse bulkhead. A boatyard on the western shore opposite Williams Wharf has a 50-foot marine railway; repairs can be made.

(75) **North River**, which empties into the head of Mobjack Bay from northward, is wide, but has long shoals making off from many of the points. The channel has depths of 12 feet for 4 miles and is well marked; depths of 7 feet can be carried 2 miles farther. **Blackwater Creek** empties into North River 3 miles above the mouth. The entrance is marked by a light and depths of 7 feet can be carried for 0.5 mile to a boatyard and a marina just inside the entrance of **Greenmansion Cove**; gasoline, diesel fuel, and some supplies are available. The depth at the face of the dock is 5 feet. Hull and engine repairs can be made; marine railway, 50 feet; mobile hoist, 6 tons.

(76) **Ware River**, which flows into the head of Mobjack Bay from northwestward, has depths of 15 feet to the mouth of **Wilson Creek**, on the west side 3 miles above the entrance, and 7 feet for another 2 miles. Long shoals, some of which are marked by lights and daybeacons, extend off many of the points. The only commercial landing on Ware River is the J. C. Brown Co. wharf, on the east side about 4 miles above the entrance, which has a depth of about 5 feet off the end; gasoline is available. **Schley**, 0.5 mile inland from the wharf, has a store.

(77) **Severn River**, on the west side of Mobjack Bay, has depths of 18 feet to the junction with **Northwest Branch** and **Southwest Branch**, 8 feet for 1.3 miles in Southwest Branch, and 8 feet for 1.8 miles in Northwest Branch. The most prominent shoals are marked by lights or daybeacons.

(78) A wharf at **Glass**, on the north side of Southwest Branch 1.1 miles above the fork, has depths of about 7 feet to the outer end. Mariners are advised to stay within the marked channel to avoid the 1-foot shoal extending from the point 0.4 mile eastward of the wharf. Gasoline, diesel fuel, and marine supplies are available. Hull and engine repairs can be made; marine railway, 60 feet. A marina on the west side of **Rowes Creek**, 0.5 mile southeast of the Glass Wharf, has gasoline, diesel fuel, marine supplies, and a 10-ton mobile hoist.

(79) **Browns Bay**, 1 mile south of Severn River, is marked by lights at the entrance and by bush stakes inside. Gasoline and diesel fuel are available at a wharf, with a depth of 4 feet at the end, at the head of the bay. A store is at **Severn**, about 1 mile westward of the wharf.

(80) **Dyer Creek**, which empties into Chesapeake Bay 2 miles north of New Point Comfort, has depths of 3 feet in the entrance and 4 to 5 feet inside. The creek is bush-staked, but local knowledge is essential. Overhead power cables across the creek have a least clearance of 17 feet.

(81) **Horn Harbor** is entered through a dredged channel marked by lights 2.4 miles northward of New Point Comfort; lights and daybeacons mark the channel in the upper part of the harbor. In January-February 1990, the controlling depth was 7 feet in the dredged channel, thence in 1977, about 5 feet to a point 3.5 miles above the entrance. In April 1982, a 3-foot shoal was reported on the northeast edge of the channel at the bend opposite Horn Harbor Light 3. A cluster of submerged piling of a former fishhouse is on the east side of the channel about 1 mile above the entrance. Traffic consists chiefly of fish, shellfish, and pleasure craft.

(82) The ruins of a fish wharf are at New Point, 0.7 mile above the Horn Harbor entrance. A marina, 3.5 miles above the entrance, has gasoline, diesel fuel, and some supplies. An 80-foot marine railway can haul out boats for repairs.

(83) **Winter Harbor** is entered through a dredged channel marked by lights and daybeacons 4.3 miles north-northeast of New Point Comfort. The channel leads to a turning basin and public landing 1.5 miles above the entrance. In December 1990-January 1991, the controlling depth was less than 1 foot to the turning basin with 1 to 3 feet available in the basin, except for shoaling to bare along the north edge. Commerce in the harbor consists chiefly of fish and shellfish.

(84) **Wolf Trap**, the area of broken ground 6 miles northward of New Point Comfort, has numerous shoal spots 5 to 10 feet deep which extend as much as 3 miles from the western shore of Chesapeake Bay. All the shoal area lies in the fishtrap limits. **Wolf Trap Light** (37°23.4'N., 76°11.4' W.), 52 feet above the water, is shown from an octagonal red-brick dwelling with a square tower on a brown cylinder, in depths of 16 feet near the outer end of the shoal area. The light is 5 miles due west of a point in the main channel 28.8 miles above the Capes.

(85) **Chart 12225.**—The danger zone of a naval firing range begins about 4 miles north-northeastward of Wolf Trap Light and extends northward to Tangier Sound Light, just south of **Tangier Island**. (See 334.220, chapter 2, for limits and regulations.) The danger zone also contains a designated hurricane anchorage for shallow and deep-draft naval vessels. During hurricane warnings, naval ships may be anchored in the fairway; caution is advised.

(86) The ruins of a former degaussing range control tower, 6.2 miles eastward of Wolf Trap Light, are covered 3½ feet. A lighted bell buoy, 150 yards to westward, marks the obstruction.

(87) **Chart 12235.**—**Piankatank River** is 11 miles northward of Wolf Trap Light. The entrance is between **Cherry Point** (37°31.0'N., 76°17.8'W.), at the north end of **Gwynn Island**, and **Stingray Point**, 2.5 miles to the northward. The entrance point is 45.3 miles above the Virginia Capes. **Stingray Point Light** (37°33.7'N., 76°16.2'W.), 34 feet above the water, is shown from a pile with a green and white diamond-shaped daymark on piles in depths of 6 feet 1.3 miles east of the point.

(88) Traffic on Piankatank River consists of fish, shellfish, and shells. Drafts of vessels using the river are mostly 6 feet, but drafts up to 11 feet are on record. The river has depths of about 18 feet in the approach from northeastward through a buoyed lane in the fishtraps, 16 feet or more to

the fixed bridge 9 miles above the mouth, and 7 feet to Freeport, 13.5 miles above the mouth. Lights and buoys mark the lower 6 miles of the river channel.

(89) The mean range of tide is 1.2 feet in the lower part of Piankatank River. During severe winters, the river is sometimes closed by ice for short periods. Hull repairs can be made to medium-size vessels in Fishing Bay; gasoline and diesel fuel are available.

(90) **Jackson Creek**, on the north side of Piankatank River 1 mile above the mouth, has a dredged entrance channel marked by a light and daybeacons. The controlling depth in August 1987 was 8 feet in the entrance, with natural depths of 8 to 10 feet inside. In August 1987, a shoal spot less than 1 foot was reported to be in the channel about 20 yards downstream from Daybeacon 5. Stakes usually define the channel edges. **Deltaville** is at the head of the north arm.

(91) There is a marina along Jackson Creek where fuel, supplies, and berths can be obtained. The largest lift can handle boats to 35 tons feet for hull and engine repairs.

(92) **Hills Bay**, on the south side of Piankatank River 2 miles above the mouth, has general depths of 14 to 20 feet, and is the approach to Queens Creek and Milford Haven.

(93) **Queens Creek**, at the head of Hills Bay, is entered by a dredged channel that leads across the bar at the entrance and thence to a turning basin about 0.6 mile above the entrance. In February-March 1989, the controlling depth was 1 foot in the entrance channel to Light 5, thence 3½ feet at midchannel to the turning basin, and 5½ feet in the basin. The channel across the bar and to the turning basin is marked by lights and daybeacons. A few broken piles that remain of the wooden jetty on the north side of the entrance are marked at the outer end by a daybeacon.

(94) **Milford Haven**, the strait between Gwynn Island and the mainland to the southwestward, is entered from the head of Hills Bay. Traffic on the waterway consists chiefly of fish and shellfish carried in vessels drawing up to 7 feet. A marked channel with a controlling depth of 7½ feet (9½ feet at midchannel) in August 1987 leads from Hills Bay to natural depths of 15 to 8 feet in Milford Haven.

(95) The jetty on **Narrows Point**, at the north side of the Hills Bay entrance to Milford Haven, is marked by a light. The highway bridge from the mainland to Gwynn Island has a swing span with a clearance of 12 feet in the north opening. (See 117.1 through 117.49, chapter 2, for draw-bridge regulations.)

(96) A marina on Gwynn Island just west of the bridge has gasoline, diesel fuel, supplies, and berths; Hull and Engine repairs can be made; lift, 40 tons, railway, 60-foot long. A public landing pier is on Gwynn Island just east of the bridge. **Milford Haven Coast Guard Station** is 0.2 mile east of the south end of the bridge.

(97) **Callis Wharf** at **Grimstead**, on the Gwynn Island side of Milford Haven 0.7 mile from the jetty, has depths of 9 feet at the face. Gasoline, diesel fuel, and some other supplies are available. A marine railway on the southeast side of the entrance to **Edwards Creek**, 0.5 mile eastward of Callis Wharf, can handle boats up to 35 feet for hull repairs.

(98) A wharf at **Cricket Hill**, on the west side of **Lanes Creek**, opposite Edwards Creek, has gasoline, diesel fuel, and ice; depths of 8 feet are reported at the face.

(99) **Milford Haven** can also be entered from Chesapeake Bay at the south end of Gwynn Island. This passage, known as **The Hole in the Wall** has a reported controlling depth of about 4 feet and is used by small local boats, but is exposed to heavy seas. The passage is marked by lights, daybeacons, and a buoy. Local knowledge is recommended when transiting the passage.

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14. CHESAPEAKE BAY, EASTERN SHORE

(1) This chapter describes the Eastern Shore of Chesapeake Bay from Cape Charles to Swan Point, about 6 miles northward of the entrance to Chester River, and several bodies of water and their tributaries that empty into this part of the bay. Included are Pocomoke Sound, Pocomoke River, Tangier Sound, Wicomico River, Nanticoke River, Little Choptank River, Choptank River, Eastern Bay, and Chester River, and the off-lying islands of Tangier, Smith, Hooper, and Tilghman.

(2) Also described are the ports of Cape Charles, Pocomoke City, Tangier, Crisfield, Salisbury, Easton, Cambridge, St. Michaels, and several smaller ports and landings.

(3) **COLREGS Demarcation Lines.**—The lines established for Chesapeake Bay are described in **80.510**, chapter 2.

(4) During the ice navigation season, the Maryland waters of Chesapeake Bay described in this chapter are a regulated navigation area. (See **165.503**, chapter 2, for limits and regulations.)

(5) **Charts 12221, 12225, 12230, 12263, 12273.**—The Eastern Shore of Chesapeake Bay, from Cape Charles to Chester River, is mostly low and has few prominent natural features. The mainland and the islands are subject to erosion, and many of the islands and points have completely washed away. Fishtrap limits are shown on the charts and usually are marked by black and white horizontal-banded buoys. In the tributaries of Pocomoke Sound, ice sufficient to interfere with the navigation of small vessels may be encountered at any time from January through March. The ice from Pocomoke Sound does not interfere with the larger vessels in the bay, but the smaller oyster and fishing boats frequently are held up and sometimes require assistance, especially in Kedges and Hooper Straits.

(6) **Charts 12224.**—Wise Point (37°07.0'N., 75°58.3'W.), the mainland tip of Cape Charles, is included in chapter 9, which also describes Fishermans Island, Cape Charles Light on Smith Island, and the Atlantic entrance to Chesapeake Bay.

(7) **Kiptopeke Beach**, 3.2 miles northward of Wise Point, is the site of a former ferry terminal. The offshore breakwaters are obsolete ships filled with sand and sunk end-to-end. Just northward of the abandoned terminal is **Butlers Bluff**, which has steep bare faces conspicuous from the bay.

(8) **Old Plantation Creek**, 7 miles northward of Wise Point, has depths of about a foot. Many of the bars and middle grounds are marked by discolored water, and the channel usually is marked by bush stakes, but it is narrow and difficult to navigate without local knowledge. The opening in the thick woods at the mouth is visible from outside. No supplies are available along the creek.

(9) **Old Plantation Flats Light** (37°13.7'N., 76°02.8'W.), 39 feet above the water, is shown from a pile with a black and white diamond-shaped daymark in 11 feet on the north end of the flats about 1.5 miles from shore. The current velocity is about 1.3 knots 0.5 mile west of the light.

(10) **Cape Charles Harbor**, 9 miles northward of Wise Point, is a dredged basin on the south side of the town of Cape Charles. A well-marked dredged channel just north of Old Plantation Flats Light leads to the harbor between sand flats on the south and a stone jetty on the north. Two small dredged basins are eastward of the main harbor basin. The

northerly basin is known as the Harbor of Refuge, and the southerly basin as Mud Creek Basin. In December 1987-February 1988, the dredged channel to Cape Charles Harbor had a controlling depth of 17 feet at midchannel with 18 feet available in the harbor basin; thence in December 1988, depths of 4 to 6½ feet were available in the Harbor of Refuge Basin. In May 1987-January 1988, depths of 6½ to 10 feet were available in Mud Creek Basin except for shoaling to bare at the NE corner.

(11) **Cape Charles Coast Guard Station** is on the spit between Mud Creek and the Harbor of Refuge.

(12) The mean range of tide is 2.4 feet at Cape Charles. The tidal currents set across the entrance to and across the southwest section of the dredged channel, but farther north they follow the general direction of the axis. The channel is exposed to westerly winds, but is partially protected by the flats to the westward, and seldom is too rough for motorboats. However, during severe W weather heavy surges may occur in the harbor. Ice may hinder navigation in the harbor during severe winters. Because of the limited space in the channel and harbor, the larger vessels and tows occasionally are somewhat of a hazard to small boats.

(13) Cape Charles is a **customs port of entry**.

(14) Cape Charles Harbor is a terminus of the Eastern Shore Railroad. The railroad operates floats to Little Creek. Floats are usually brought into the harbor in the late afternoon, although there are also occasional early morning arrivals. Due to the limited maneuvering room in the channel and the harbor, larger vessels and tows are sometimes a hazard to small craft. The tugs that handle the floats monitor VHF-FM channels 13 and 16.

(15) There is public access to the bulkheads and slips at the eastern end of the harbor. Anchoring is forbidden in any part of the harbor or the basins. A "no-wake" speed limit is enforced. A harbormaster enforces harbor regulations, and a dockmaster supervises docking at the municipal facilities. Gasoline, diesel fuel, and water are available. Some marine supplies may be obtained in town.

(16) **Cherrystone Channel** is a passage inside Old Plantation Flats that leads from deep water 2 miles south-southeastward of Old Plantation Flats Light northward to Kings Creek and Cherrystone Inlet. The route follows part of the dredged channel to Cape Charles Harbor for about 1 mile. That part of Cherrystone Channel southward of the dredged channel to Cape Charles Harbor is unmarked and little used. Cherrystone Channel above Cape Charles Harbor is marked by lights and daybeacons to the vicinity of **Sandy Island**. This part of the channel has depths of about 10 feet, but is narrow in places, and local knowledge is required to carry the best water. The recommended southerly approach to Kings Creek and Cherrystone Inlet is via the marked dredged channel to Cape Charles Harbor, which was discussed earlier in this chapter.

(17) **Kings Creek**, about 1 mile northward of Cape Charles Harbor and eastward of Sandy Island, has depths of 3½ feet for 1 mile upstream. The shoal that extends out from the north side of the entrance bares at low water; lights and daybeacons mark the entrance. The creek is used extensively by fishermen and pleasure craft. Gasoline, berths, and some marine supplies are available at a marina just inside the entrance; a marine railway can haul out boats up to 60 feet for minor repairs.

ATLANTIC OCEAN DISTANCES MONTREAL, CANADA, TO PANAMA CANAL ZONE (Nautical Miles)

Figure at intersection of columns opposite ports in question is the nautical mileage between the two. Example: New York, N. Y., is 1399 nautical miles from San Juan, P. R.

ATLANTIC OCEAN DISTANCES																																	
MONTREAL, CANADA, TO PANAMA CANAL ZONE																																	
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Figure at intersection of columns opposite ports in question is the nautical mileage between the two. Example: New York, N. Y., is 1399 nautical miles from San Juan, P. R.																																	
MONTREAL, CANADA* (St. Lambert Lock) 47°07'N., 60°17'W.	Cabo San Lucas (St. Lambert Lock) 45°39'N., 61°25'W.	Portland, Maine 43°39'N., 70°14'W.	Boston, Mass. 42°22'N., 71°03'W.	NANTUCKET SHOALS 40°30'N., 69°25'W.	NEW YORK, N. Y. 40°42'N., 74°01'W.	Philadelphia, Pa. 39°56'N., 75°08'W.	Baltimore, Md. 39°16'N., 76°34'W.	CHESAPEAKE BAY ENT. 36°56'N., 75°58'W.	Norfolk, Va. 36°50'N., 76°17'W.	DIAMOND SHOALS 35°08'N., 75°15'W.	Wilmington, N. C. 34°14'N., 77°57'W.	Charleston, S. C. 32°42'N., 79°55'W.	Savannah, Ga. 32°05'N., 81°05'W.	Jacksonville, Fla. 30°19'N., 81°39'W.	Key West, Fla. 24°33'N., 81°48'W.	STRAITS OF FLORIDA 24°25'N., 83°00'W.	Tampa, Fla. 27°56'N., 82°26'W.	Panama, Fla. 30°24'N., 87°13'W.	Mobile, Ala. 30°42'N., 88°02'W.	NEW ORLEANS, La. (via SW Pass) 29°57'N., 90°03'W.	Port Arthur, Tex. 28°49'N., 93°57'W.	Galveston, Tex. 28°19'N., 94°47'W.	Corpus Christi, Tex. 27°48'N., 97°24'W.	San Juan, P. R. 18°27'N., 66°06'W.	YUCATAN CHANNEL 21°50'N., 85°03'W.	Panama Canal (Atlantic Ent.) 9°23'N., 79°55'W.	PANAMA CANAL (Pacific Ent.) 8°53'N., 79°31'W.						
681																																	
717	120																																
1276	595	484																															
1318	837	526	100																														
1311	830	519	203	163																													
1534	853	742	426	386	223																												
1682	1001	890	575	535	372	240																											
1838	1157	1046	734	694	531	417	392																										
1869	1008	896	584	544	381	267	242	150																									
1716	1035	923	811	571	408	294	269	173	27																								
1729	1048	936	628	588	425	345	322	267	117	144																							
1948	1267	1155	847	807	644	564	541	486	336	363	219																						
2014	1333	1221	913	873	710	630	607	552	402	429	285	151																					
2068	1407	1295	987	947	784	704	681	626	476	503	359	227	102																				
2172	1491	1379	1071	1031	868	788	765	710	560	587	443	315	197	145																			
2479	1788	1680	1387	1347	1184	1109	1086	1031	881	908	764	667	572	543	462																		
2540	1859	1751	1448	1408	1245	1170	1147	1092	942	969	825	728	633	604	523	73																	
2772	2091	1983	1680	1640	1477	1402	1379	1324	1174	1201	1057	960	865	836	755	305	232																
2977	2296	2188	1885	1845	1682	1607	1584	1529	1379	1406	1262	1165	1070	1041	960	510	437	347															
3011	2330	2222	1919	1879	1716	1641	1618	1563	1413	1440	1296	1199	1104	1075	994	544	471	389	89														
3080	2399	2291	1986	1946	1785	1710	1687	1632	1482	1509	1365	1268	1173	1144	1063	613	540	502	288	269													
3240	2559	2451	2148	2108	1945	1870	1847	1792	1642	1669	1525	1428	1333	1304	1223	773	700	697	504	491	441												
3242	2561	2453	2150	2110	1947	1872	1849	1794	1644	1671	1527	1430	1335	1306	1225	775	702	703	509	496	446	89											
3347	2666	2558	2255	2215	2052	1977	1954	1899	1749	1776	1632	1535	1440	1411	1330	880	807	810	618	605	555	249	207										
2445	1764	1669	1531	1486	1334	1389	1395	1375	1225	1252	1114	1153	1138	1156	1121	966	1017	1249	1448	1448	1557	1717	1719	1824									
2730	2049	1937	1629	1589	1426	1346	1323	1268	1118	1145	1001	904	809	780	699	251	192	404	533	562	587	691	696	769	1111								
3203	2522	2419	2189	2149	1986	1872	1855	1804	1754	1781	1637	1609	1563	1564	1513	1060	1001	1213	1342	1371	1396	1487	1493	1549	990	809							
3249	2568	2465	2235	2195	2032	2018	2001	1950	1800	1827	1683	1655	1609	1610	1559	1106	1047	1259	1388	1417	1442	1533	1538	1595	1036	855	46						

*Quebec, Canada - SUBTRACT 139 miles

All tabular distances are by outside routes which can be used by the deepest-draft vessel that the listed ports can accommodate. Lighter-draft vessels can save considerable mileage by transiting Canso Lock (Canada), the Cape Cod Canal (Massachusetts),

and the Chesapeake and Delaware Canal (Delaware-Maryland); see the detailed tables. Gulf of Mexico distances are through the Shipping Safety Fairways.

COASTWISE DISTANCES NEW YORK, N.Y., TO CHESAPEAKE BAY ENTRANCE, VA. (Nautical Miles)

Figure at intersection of columns opposite ports in question is the nautical mileage between the two. Example: New York, N. Y., is 240 nautical miles from Philadelphia, Pa.

NANTUCKET SHOALS 40°30.0'N., 69°25.0'W.	MONTAUK POINT, N.Y. 41°01.7'N., 71°47.3'W.	NEW YORK, N.Y. 40°42.0'N., 74°01.0'W.	Manasquan Inlet, N.J. 40°06.1'N., 74°01.9'W.	Barnegat Inlet, N.J. 39°46.0'N., 74°06.3'W.	Atlantic City, N.J. 39°22.6'N., 74°24.9'W.	Cape May Harbor, N.J. 38°57.1'N., 74°52.6'W.	DELAWARE BAY ENTRANCE 38°50.5'N., 75°03.3'W.	Harbor of Refuge, Del. 38°49.0'N., 75°05.2'W.	CHES. & DEL. CANAL E. ENT. 39°33.8'N., 75°32.8'W.	Wilmington, Del. 39°43.2'N., 75°31.5'W.	Marcus Hook, Pa. 39°48.2'N., 75°25.2'W.	Chester, Pa. 39°50.0'N., 75°22.0'W.	Philadelphia, Pa. 39°56.8'N., 75°08.3'W.	U.S. Steel Basin, Pa. 40°08.2'N., 74°45.3'W.	Trenton, N.J. 40°11.4'N., 74°45.4'W.	Indian River Inlet, Del. 38°36.5'N., 75°03.6'W.	Ocean City, Md. 38°19.6'N., 75°05.6'W.	Chincoteague, Va. 37°56.1'N., 75°22.8'W.	CHESAPEAKE BAY ENT. 36°56.3'N., 75°58.6'W.
113	122	40	22	32	37	49	16	52	11	8	3	15	23	5	129	20	41	69	
223	117	63	52	65	78	84	62	69	17	21	11	18	28	124	147	60	100		
212	131	94	85	97	100	107	51	58	36	26	18	38	46	129	187	118	270	265	
221	159	128	100	111	117	121	68	73	59	49	41	43	86	101	142	142	182	242	
242	192	153	129	140	146	150	88	88	64	54	46	83	104	119	159	142	187	265	
271	192	153	129	140	146	150	88	88	64	54	46	83	104	119	159	142	187	265	
285	212	153	129	140	146	150	88	88	64	54	46	83	104	119	159	142	187	265	
285	212	153	129	140	146	150	88	88	64	54	46	83	104	119	159	142	187	265	
336	263	204	148	129	100	67	17	51	36	26	18	38	46	129	187	118	270	265	
347	274	215	159	140	111	78	62	69	17	21	11	18	28	124	147	60	100	69	
356	283	224	169	150	121	88	72	73	59	49	41	43	86	101	142	182	242	265	
372	299	240	184	165	136	103	87	88	64	54	46	83	104	119	159	142	182	242	
395	322	263	207	188	159	126	110	111	66	77	83	104	119	159	142	182	242	265	
400	327	268	212	193	164	131	115	116	66	77	83	104	119	159	142	182	242	265	
285	209	145	105	86	57	24	15	14	66	77	83	104	119	159	142	182	242	265	
295	227	161	121	101	73	40	32	31	83	95	101	104	119	159	142	182	242	265	
328	262	201	161	141	113	80	72	71	123	134	140	144	159	182	187	118	270	265	
381	322	267	219	199	171	141	155	155	206	218	224	227	242	265	270	118	270	265	

Ambrose Light (40°27.6'N., 73°49.9'W.) to New York, 20.7 miles.
Five Fathom Bank Lighted Horn Buoy F(LNB) (38°47.3'N., 74°34.6'W.) to Philadelphia, 111 miles.
Delaware Lighted Horn Buoy D (38°27.3'N., 74°41.8'W.) to Philadelphia, 116 miles.
Chesapeake Light (36°54.3'N., 75°42.8'W.) to Norfolk, 42 miles; Baltimore, 165 miles.

DISTANCES BY INTRACOASTAL WATERWAY MANASQUAN INLET, N.J., TO CAPE MAY CANAL, N.J. (Nautical Miles)

Figure at intersection of columns opposite ports in question is the nautical mileage between the two. Example: Atlantic City N.J., is 13 nautical miles from Ocean City, N.J.

NEW YORK, N.Y. (The Battery)	Shark River Inlet	Manasquan Inlet	Bay Head	Mantoloking	Toms River (town)	Seaside Park	Forked River (town)	Barneget Inlet	Beach Haven	Atlantic City	Mays Landing	Ocean City	Sea Isle City	Avalon	Stone Harbor	Wildwood	Cape May Harbor	Cape May Canal W. Ent.	CHES. & DEL. CANAL E. ENT.
40°42.0'N., 74°01.0'W.	40°11.2'N., 74°00.5'W.	40°06.1'N., 74°01.8'W.	40°03.8'N., 74°03.1'W.	40°02.2'N., 74°03.4'W.	39°56.9'N., 74°11.8'W.	39°55.3'N., 74°05.0'W.	39°50.1'N., 74°11.7'W.	39°46.0'N., 74°06.3'W.	39°34.0'N., 74°14.8'W.	39°22.6'N., 74°24.9'W.	39°26.9'N., 74°43.4'W.	39°17.3'N., 74°34.4'W.	39°09.4'N., 74°42.0'W.	39°06.6'N., 74°44.0'W.	39°03.4'N., 74°46.0'W.	39°00.5'N., 74°49.8'W.	38°57.1'N., 74°52.6'W.	38°58.0'N., 74°58.0'W.	39°33.8'N., 75°32.8'W.
34	6	4	2	12	7	10	8	18	30	13	29	11	4	5	5	5	4	52	48
40	9			9	15	13	21	38	45	25	33	15							
44	11	6	14	17	26	21	39	65	49	28	38	20	9	5					
46	18	13	21	26	31	26	44	71	66	40	47	25	14	10	5				
50	23	18	26	31	36	31	51	77	75	49	52	30	19	14	9				
54	29	23	31	36	41	36	57	83	81	55	58	34	25	19	14	5			
58	32	26	34	39	44	39	60	86	84	58	61	38	28	23	18	15	9		
62	39	31	39	46	51	46	67	91	89	65	68	43	33	28	23	19	14		
66	45	35	43	50	55	50	70	96	94	70	73	47	38	34	28	23	19		
70	52	42	50	57	62	57	77	101	99	75	78	50	45	40	35	30	25		
74	59	49	57	64	69	64	84	106	104	80	83	55	50	45	40	35	30		
78	66	56	64	71	76	71	91	111	109	87	90	60	55	50	45	40	35		
82	73	63	71	78	83	78	98	118	116	94	97	67	62	57	52	47	42		
86	80	70	78	85	90	85	105	125	123	101	104	74	69	64	59	54	49		
90	87	77	85	92	97	92	112	132	130	108	111	81	76	71	66	61	56		
94	94	84	92	99	104	99	119	139	137	115	118	88	83	78	73	68	63		
98	101	91	99	106	111	106	126	146	144	122	125	95	90	85	80	75	70		
102	108	98	106	113	118	113	133	153	151	129	132	102	97	92	87	82	77		
106	115	105	113	120	125	120	140	160	158	136	139	109	104	99	94	89	84		
110	122	112	120	127	132	127	147	167	165	143	146	116	111	106	101	96	91		
114	129	119	127	134	139	134	154	174	172	150	153	123	118	113	108	103	98		
118	136	126	134	141	146	141	161	181	179	157	160	130	125	120	115	110	105		
122	143	133	141	148	153	148	168	188	186	164	167	137	132	127	122	117	112		
126	150	140	148	155	160	155	175	195	193	171	174	144	139	134	129	124	119		
130	157	147	155	162	167	162	182	202	200	178	181	151	146	141	136	131	126		
134	164	154	162	169	174	169	189	209	207	185	188	158	153	148	143	138	133		
138	171	161	169	176	181	176	196	216	214	192	195	165	160	155	150	145	140		
142	178	168	176	183	188	183	203	223	221	199	202	172	167	162	157	152	147		
146	185	175	183	190	195	190	210	230	228	206	209	179	174	169	164	159	154		
150	192	182	190	197	202	197	217	237	235	213	216	186	181	176	171	166	161		
154	199	189	197	204	209	204	224	244	242	220	223	193	188	183	178	173	168		
158	206	196	204	211	216	211	231	251	249	227	230	200	195	190	185	180	175		
162	213	203	211	218	223	218	238	258	256	234	237	206	201	196	191	186	181		
166	220	210	218	225	230	225	245	265	263	241	244	214	209	204	199	194	189		
170	227	217	225	232	237	232	252	272	270	248	251	218	213	208	203	198	193		
174	234	224	232	239	244	239	259	279	277	255	258	222	217	212	207	202	197		
178	241	231	239	246	251	246	266	286	284	262	265	226	221	216	211	206	201		
182	248	238	246	253	258	253	273	293	291	269	272	230	225	220	215	210	205		
186	255	245	253	260	265	260	280	300	298	276	279	234	229	224	219	214	209		
190	262	252	260	267	272	267	287	307	305	283	286	238	233	228	223	218	213		

* Outside distances between New York and Manesquan Inlet.

DISTANCES ON DELAWARE BAY AND RIVER

Figure at intersection of columns opposite ports in question is the nautical mileage between the two. Example: Salem, N.J., is 41 nautical miles from Philadelphia, Pa.

DISTANCES ON DELAWARE BAY AND RIVER (Nautical Miles)

Figure at intersection of columns opposite ports in question is the nautical mileage between the two. Example: Salem, N.J., is 41 nautical miles from Philadelphia, Pa.

	DELAWARE BAY ENT.	Roosevelt Inlet, Del.	Cape May Canal W. Ent., N.J.	St. Jones River Mouth, Del.	Maumetown, N.J.	Bridgeton, N.J.	Smyrna River Mouth, Del.	Salem, N.J.	CHES. & DEL. CANAL E. ENT.	New Castle, Del.	Wilmington, Del.	Marcus Hook, Pa.	Bridgeton, N.J.	Chester, Pa.	Schuylkill River Mouth, Pa.	Philadelphia, Pa.	Burlington, N.J.	U.S. Steel Basin, Pa.	Bordentown, N.J.	Trenton, N.J.
9	38°47. 7'N., 75°09. 4'W.	38°50. 5'N., 75°03. 3'W.	39°04. 0'N., 75°22. 5'W.	39°17. 1'N., 74°59. 5'W.	39°25. 5'N., 75°14. 2'W.	39°22. 2'N., 75°30. 2'W.	39°34. 6'N., 75°28. 7'W.	39°33. 8'N., 75°32. 8'W.	39°39. 4'N., 75°33. 6'W.	39°43. 2'N., 75°31. 5'W.	39°48. 2'N., 75°25. 2'W.	39°48. 0'N., 75°21. 3'W.	39°50. 0'N., 75°22. 0'W.	39°52. 8'N., 75°11. 9'W.	39°56. 8'N., 75°08. 3'W.	40°04. 9'N., 74°51. 8'W.	40°08. 2'N., 74°45. 3'W.	40°09. 1'N., 74°43. 0'W.	40°11. 4'N., 74°45. 4'W.	
14			30	35	51	16	5	11	8	4	6	9	7	15	23	31	37	44	51	
20		21	26	31	39	25	13	12	12	15	11	12	14	22	34	41	48	55	62	
33		37	42	47	54	39	20	19	17	21	26	34	42	52	64	74	84	94	104	
51		52	47	35	51	39	21	39	51	62	74	84	94	104	114	124	134	144	154	
39		40	36	21	39	25	13	12	12	15	11	12	14	22	34	41	48	55	62	
54		55	51	36	54	39	20	19	17	21	26	34	42	52	64	74	84	94	104	
51		52	48	34	51	36	13	5	11	8	4	6	9	7	15	23	31	37	44	
58		59	55	40	58	43	20	12	11	8	4	6	9	7	15	23	31	37	44	
62		63	59	45	62	47	24	16	11	8	4	6	9	7	15	23	31	37	44	
68		69	65	51	68	53	30	22	17	12	8	4	6	9	7	15	23	31	37	
72		73	69	55	72	57	34	26	21	15	11	3	6	9	7	15	23	31	37	
72		73	69	55	72	57	34	26	21	15	11	3	6	9	7	15	23	31	37	
80		81	77	63	80	65	42	34	29	23	19	12	14	22	34	41	48	55	62	
87		88	84	69	87	72	49	41	36	30	26	18	14	22	34	41	48	55	62	
103		104	100	85	103	88	65	57	52	46	42	34	37	31	23	16	7	7	7	
110		111	107	92	110	95	72	64	59	53	49	41	44	38	29	23	7	7	7	
112		113	109	94	112	97	74	66	61	55	51	43	46	40	31	25	9	9	9	
115		116	112	97	115	100	77	69	64	58	54	46	49	43	34	28	12	12	12	

CHESAPEAKE BAY DISTANCES (Nautical Miles)

Figure at intersection of columns opposite ports in question is the nautical mileage between the two. Example: Washington, D.C., is 155 nautical miles from Annapolis, Md.

CHES. & DEL. CANAL E. ENT.	38°33.8'N. 75°32.8'W.	Chesapeake City, Md.	39°31.8'N. 75°48.9'W.	Havre de Grace, Md.	39°32.7'N. 76°05.0'W.	Baltimore, Md.	39°16.0'N. 76°34.5'W.	Chestertown, Md.	39°12.4'N. 76°03.8'W.	Annapolis, Md.	38°59.0'N. 76°28.6'W.	St. Michaels, Md.	38°47.2'N. 76°13.2'W.	Cambridge, Md.	38°34.4'N. 76°04.3'W.	Solomons, Md.	38°19.2'N. 76°27.4'W.	Salisbury, Md.	38°21.9'N. 75°36.3'W.	Potomac River Mouth	37°57.7'N. 76°16.7'W.	Washington, D.C.	38°52.4'N. 77°01.4'W.	Crisfield, Md.	37°58.6'N. 75°51.9'W.	Fredricksburg, Va.	38°17.8'N. 77°27.2'W.	Cape Charles, Va.	37°15.9'N. 76°01.4'W.	Yorktown, Va.	37°14.4'N. 76°30.5'W.	West Point, Va.	37°31.6'N. 76°48.1'W.	Newport News, Va.	36°58.0'N. 76°26.0'W.	Suffolk, Va.	36°44.3'N. 76°35.0'W.	Hopewell, Va.	37°19.0'N. 77°16.4'W.	Petersburg, Va.	37°14.1'N. 77°24.0'W.	Richmond, Va.	37°31.4'N. 77°25.2'W.	Norfolk, Va.	36°50.9'N. 76°17.9'W.	CHESAPEAKE BAY ENT.	36°56.3'N. 75°58.6'W.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
13	20	41	45	28	40	59	72	39	65	81	96	111	126	141	156	171	186	201	216	231	246	261	276	291	306	321	336	351	366	381	396	411	426	441	456	471	486	501	516	531	546	561	576	591	606	621	636	651	666	681	696	711	726	741	756	771	786	801	816	831	846	861	876	891	906	921	936	951	966	981	996	1011	1026	1041	1056	1071	1086	1101	1116	1131	1146	1161	1176	1191	1206	1221	1236	1251	1266	1281	1296	1311	1326	1341	1356	1371	1386	1401	1416	1431	1446	1461	1476	1491	1506	1521	1536	1551	1566	1581	1596	1611	1626	1641	1656	1671	1686	1701	1716	1731	1746	1761	1776	1791	1806	1821	1836	1851	1866	1881	1896	1911	1926	1941	1956	1971	1986	2001	2016	2031	2046	2061	2076	2091	2106	2121	2136	2151	2166	2181	2196	2211	2226	2241	2256	2271	2286	2301	2316	2331	2346	2361	2376	2391	2406	2421	2436	2451	2466	2481	2496	2511	2526	2541	2556	2571	2586	2601	2616	2631	2646	2661	2676	2691	2706	2721	2736	2751	2766	2781	2796	2811	2826	2841	2856	2871	2886	2901	2916	2931	2946	2961	2976	2991	3006	3021	3036	3051	3066	3081	3096	3111	3126	3141	3156	3171	3186	3201	3216	3231	3246	3261	3276	3291	3306	3321	3336	3351	3366	3381	3396	3411	3426	3441	3456	3471	3486	3501	3516	3531	3546	3561	3576	3591	3606	3621	3636	3651	3666	3681	3696	3711	3726	3741	3756	3771	3786	3801	3816	3831	3846	3861	3876	3891	3906	3921	3936	3951	3966	3981	3996	4011	4026	4041	4056	4071	4086	4101	4116	4131	4146	4161	4176	4191	4206	4221	4236	4251	4266	4281	4296	4311	4326	4341	4356	4371	4386	4401	4416	4431	4446	4461	4476	4491	4506	4521	4536	4551	4566	4581	4596	4611	4626	4641	4656	4671	4686	4701	4716	4731	4746	4761	4776	4791	4806	4821	4836	4851	4866	4881	4896	4911	4926	4941	4956	4971	4986	5001	5016	5031	5046	5061	5076	5091	5106	5121	5136	5151	5166	5181	5196	5211	5226	5241	5256	5271	5286	5301	5316	5331	5346	5361	5376	5391	5406	5421	5436	5451	5466	5481	5496	5511	5526	5541	5556	5571	5586	5601	5616	5631	5646	5661	5676	5691	5706	5721	5736	5751	5766	5781	5796	5811	5826	5841	5856	5871	5886	5901	5916	5931	5946	5961	5976	5991	6006	6021	6036	6051	6066	6081	6096	6111	6126	6141	6156	6171	6186	6201	6216	6231	6246	6261	6276	6291	6306	6321	6336	6351	6366	6381	6396	6411	6426	6441	6456	6471	6486	6501	6516	6531	6546	6561	6576	6591	6606	6621	6636	6651	6666	6681	6696	6711	6726	6741	6756	6771	6786	6801	6816	6831	6846	6861	6876	6891	6906	6921	6936	6951	6966	6981	6996	7011	7026	7041	7056	7071	7086	7101	7116	7131	7146	7161	7176	7191	7206	7221	7236	7251	7266	7281	7296	7311	7326	7341	7356	7371	7386	7401	7416	7431	7446	7461	7476	7491	7506	7521	7536	7551	7566	7581	7596	7611	7626	7641	7656	7671	7686	7701	7716	7731	7746	7761	7776	7791	7806	7821	7836	7851	7866	7881	7896	7911	7926	7941	7956	7971	7986	8001	8016	8031	8046	8061	8076	8091	8106	8121	8136	8151	8166	8181	8196	8211	8226	8241	8256	8271	8286	8301	8316	8331	8346	8361	8376	8391	8406	8421	8436	8451	8466	8481	8496	8511	8526	8541	8556	8571	8586	8601	8616	8631	8646	8661	8676	8691	8706	8721	8736	8751	8766	8781	8796	8811	8826	8841	8856	8871	8886	8901	8916	8931	8946	8961	8976	8991	9006	9021	9036	9051	9066	9081	9096	9111	9126	9141	9156	9171	9186	9201	9216	9231	9246	9261	9276	9291	9306	9321	9336	9351	9366	9381	9396	9411	9426	9441	9456	9471	9486	9501	9516	9531	9546	9561	9576	9591	9606	9621	9636	9651	9666	9681	9696	9711	9726	9741	9756	9771	9786	9801	9816	9831	9846	9861	9876	9891	9906	9921	9936	9951	9966	9981	9996	10011	10026	10041	10056	10071	10086	10101	10116	10131	10146	10161	10176	10191	10206	10221	10236	10251	10266	10281	10296	10311	10326	10341	10356	10371	10386	10401	10416	10431	10446	10461	10476	10491	10506	10521	10536	10551	10566	10581	10596	10611	10626	10641	10656	10671	10686	10701	10716	10731	10746	10761	10776	10791	10806	10821	10836	10851	10866	10881	10896	10911	10926	10941	10956	10971	10986	11001	11016	11031	11046	11061	11076	11091	11106	11121	11136	11151	11166	11181	11196	11211	11226	11241	11256	11271	11286	11301	11316	11331	11346	11361	11376	11391	11406	11421	11436	11451	11466	11481	11496	11511	11526	11541	11556	11571	11586	11601	11616	11631	11646	11661	11676	11691	11706	11721	11736	11751	11766	11781	11796	11811	11826	11841	11856	11871	11886	11901	11916	11931	11946	11961	11976	11991	12006	12021	12036	12051	12066	12081	12096	12111	12126	12141	12156	12171	12186	12201	12216	12231	12246	12261	12276	12291	12306	12321	12336	12351	12366	12381	12396	12411	12426	12441	12456	12471	12486	12501	12516	12531	12546	12561	12576	12591	12606	12621	12636	12651	12666	12681	12696	12711	12726	12741	12756	12771	12786	12801	12816	12831	12846	12861	12876	12891	12906	12921	12936	12951	12966	12981	12996	13011	13026	13041	13056	13071	13086	13101	13116	13131	13146	13161	13176	13191	13206	13221	13236	13251	13266	13281	13296	13311	13326	13341	13356	13371	13386	13401	13416	13431	13446	13461	13476	13491	13506	13521	13536	13551	13566	13581	13596	13611	13626	13641	13656	13671	13686	13701	13716	13731	13746	13761	13776	13791	13806	13821	13836	13851	13866	13881	13896	13911	13926	13941	13956	13971	13986	14001	14016	14031	14046	14061	14076	14091	14106	14121	14136	14151	14166	14181	14196	14211	14226	14241	14256	14271	14286	14301	14316	14331	14346	14361	14376	14391	14406	14421	14436	14451	14466	14481	14496	14511	14526	14541	14556	14571	14586	14601	14616	14631	14646	14661	14676	14691	14706	14721	14736	14751	14766	14781	14796	14811	14826	14841	14856	14871	14886	14901	14916	14931	14946	14961	14976	14991	15006	15021	15036	15051	15066	15081	15096	15111	15126	15141	15156	15171	15186	15201	15216	15231	15246	15261	15276	15291	15306	15321	15336	15351	15366	15381	15396	15411	15426	15441	15456	15471	15486	15501	15516	15531	15546	15561	15576	15591	15606	15621	15636	15651	15666	15681	15696	15711	15726	15741	15756	15771	15786	15801	15816	15831	15846	15861	15876	15891	15906	15921	15936	15951	15966	15981	15996	16011	16026	16041	16056	16071	16086	16101	16116	16131	16146	16161	16176	16191	16206	16221	16236	16251	16266	16281	16296	16311	16326	16341	16356	16371	16386	16401	16416	16431	16446	16461	16476	16491	16506	16521	16536	16551	16566	16581	16596	16611	16626	16641	16656	16671	16686	16701	16716	16731	16746	16761	16776	16791	16806	16821	16836	16851	16866	16881	16896	16911	16926	16941	16956	16971	16986	17001	17016	17031	17046	17061	17076	17091	17106	17121	17136	17151	17166	17181	17196	17211	17226	17241	17256	17271	17286	17301	17316	17331	17346	17361	17376	17391	17406	17421	17436	17451	17466	17481	17496	17511	17526	17541	17556	17571	17586	17601	17616	17631	17646	17661	17676	17691	17706	17721	17736	17751	17766	17781	17796	17811	17826	17841	17856	17871	17886	17901	17916	17931	17946	17961	17976	17991	18006	18021	18036	18051	

DISTANCES ON POTOMAC RIVER (Nautical Miles)

Figure at intersection of columns opposite ports in question is the nautical mileage between the two. Example: Colonial Beach, Va., is 63 nautical miles from Washington, D.C.

Potomac River Mouth 37°57.7'N., 76°16.7'W.	Coan River Mouth, Va. 37°58.7'N., 76°27.1'W.	Smith Creek Mouth, Md. 38°05.8'N., 76°24.0'W.	St. Marys River Mouth, Md. 38°06.2'N., 76°26.3'W.	Yocomoco River Mouth, Va. 38°02.1'N., 76°31.0'W.	Phrye Point, Md. 38°08.0'N., 76°32.0'W.	Lower Machodoc Creek, Va. 38°08.5'N., 76°39.1'W.	Norfolk Bay, Va. 38°08.6'N., 76°39.1'W.	Breton Bay Entrance, Md. 38°14.0'N., 76°41.8'W.	Wicomico River mouth, Md. 38°14.5'N., 76°49.1'W.	Colonial Beach, Va. 38°14.4'N., 76°57.9'W.	Dahlgren, Va. 38°19.1'N., 77°02.1'W.	Potomac River (U.S. 301) Bridge 38°21.7'N., 76°59.4'W.	Quantico, Va. 38°31.2'N., 76°17.2'W.	Occoquan, Va. 38°41.0'N., 77°15.4'W.	Indian Head, Md. 38°36.4'N., 77°10.1'W.	Marshall Hall, Md. 38°41.2'N., 77°06.2'W.	Mount Vernon, Va. 38°42.3'N., 77°05.3'W.	Alexandria, Va. 38°48.2'N., 77°02.3'W.	Bladenburg, Md. 38°56.1'N., 76°56.4'W.	Washington, D.C. 38°52.4'N., 77°01.4'W.	Key Bridge 38°54.1'N., 77°04.2'W.	Chain Bridge 38°55.7'N., 77°07.0'W.																					
11	11	17	8	3	11	17	15	16	7	11	10	6	12	7	14	7	2	9	10	8	5	3																					
12	12	18	17	15	16	11	11	13	11	10	6	24	36	32	39	45	50	51	58	53	48	24	15	8	2	9	19	10	14	8	3												
13	13	19	21	19	20	11	11	13	11	10	6	30	42	38	45	50	51	58	53	48	24	15	8	2	9	19	10	14	8	3													
16	16	22	21	19	19	11	11	13	11	10	6	35	47	43	50	51	58	53	48	24	15	8	2	9	19	10	14	8	3														
23	23	26	25	23	24	15	15	17	15	10	6	40	52	48	55	56	63	58	53	48	24	15	8	2	9	19	10	14	8	3													
27	27	30	29	27	28	17	17	19	17	12	7	46	58	54	61	62	69	64	59	54	49	34	20	12	9	20	11	15	9	4	8												
28	28	31	30	28	29	18	18	20	18	13	8	51	63	59	66	67	74	69	64	59	54	49	34	20	12	9	20	11	15	9	4	8											
31	31	33	32	30	31	19	19	21	19	14	9	56	68	64	71	72	79	74	69	64	59	54	49	34	20	12	9	20	11	15	9	4	8										
36	36	37	36	34	35	20	20	22	20	15	10	61	73	69	76	77	84	79	74	69	64	59	54	49	34	20	12	9	20	11	15	9	4	8									
43	43	44	43	41	42	21	21	23	21	16	11	66	78	74	81	82	89	84	79	74	69	64	59	54	49	34	20	12	9	20	11	15	9	4	8								
44	44	45	44	42	43	22	22	24	22	17	12	71	83	79	86	87	94	89	84	79	74	69	64	59	54	49	34	20	12	9	20	11	15	9	4	8							
68	68	69	68	66	67	23	23	25	23	18	13	76	88	84	91	92	99	94	89	84	79	74	69	64	59	54	49	34	20	12	9	20	11	15	9	4	8						
80	80	81	80	78	79	24	24	26	24	19	14	81	93	89	96	97	104	99	94	89	84	79	74	69	64	59	54	49	34	20	12	9	20	11	15	9	4	8					
83	83	84	83	81	82	25	25	27	25	20	15	86	98	94	101	102	109	104	99	94	89	84	79	74	69	64	59	54	49	34	20	12	9	20	11	15	9	4	8				
87	87	88	87	85	86	26	26	28	26	21	16	91	103	99	106	107	114	109	104	99	94	89	84	79	74	69	64	59	54	49	34	20	12	9	20	11	15	9	4	8			
90	90	91	90	88	89	27	27	29	27	22	17	96	108	104	111	112	119	114	109	104	99	94	89	84	79	74	69	64	59	54	49	34	20	12	9	20	11	15	9	4	8		
96	96	97	96	94	95	28	28	30	28	23	18	101	113	109	116	117	124	119	114	109	104	99	94	89	84	79	74	69	64	59	54	49	34	20	12	9	20	11	15	9	4	8	
101	101	102	101	99	100	29	29	31	29	24	19	106	118	114	121	122	129	124	119	114	109	104	99	94	89	84	79	74	69	64	59	54	49	34	20	12	9	20	11	15	9	4	8

Figure at intersection of columns opposite ports in question is the nautical miles between the two. Example: Colonial Beach, Va., is 63 nautical miles from Washington, D.C.

INDEX

The numbers of the largest scale charts on which the names appear follow the indexed items. Some geographic names are indexed more than once when more than one place has the same geographic name. Charts published by the Defense Mapping Agency Hydrographic/Topographic Service are indicated by an asterisk.

	Page		Page
Aberdeen Creek 12243.....	152	Baker Shoal 12311.....	110
Aberdeen Proving Ground 12273, 12274.....	214	Balfast Narrows 12210.....	132
Absecon 12316.....	97	Balls Creek 12266.....	195
Absecon Bay 12316.....	97	Baltimore 12281.....	204
Absecon Channel 12316.....	97	Baltimore Harbor 12278.....	202
Absecon Creek 12316.....	97	Baltimore Light 12282.....	183
Absecon Inlet 12316.....	87	Baltimore-Washington International Airport.....	211
Acceptable Vessel Watering Points.....	6	Baremore Quarters 12316.....	97
Accotink Bay 12289.....	169	Barkers Landing 12304.....	108
Agriculture, Department of.....	222	Barnegat Bay 12324.....	93
Aids to navigation.....	16, 72	Barnegat Inlet 12324.....	83
Air Almanac.....	219	Barnegat Light 12324.....	87
Aircraft procedures for directing surface craft to scene of distress incident.....	9	Barrel Point 12248.....	144
Airedale 12233.....	172	Barrets Ferry 12251.....	147
Alexandria 12289.....	169	Barrets Point 12251.....	147
Allen Point 12233.....	162	Bass Harbor 12316.....	98
Alloway Creek 12311.....	110	Bass River 12316.....	97
American Practical Navigator (Bowditch).....	219	Batten Bay 12248.....	145
AMVER.....	4	Battery Park 12248.....	145
AMVER Reporting.....	4	Battle Creek 12264.....	174
Anacostia River 12289.....	170	Bay Head 12324.....	83
Anchorage Regulations.....	29	Bay Head Harbor 12324.....	93
Anchorage.....	72	Bay Side 12311.....	110
Andalusia 12314.....	120	Bayford 12226.....	187
Animal and Plant Health Inspection Service.....	2	Bayside Wharf 12238.....	153
Animal Import Centers.....	222	Beach Creek 12316.....	99
Annapolis 12283.....	179	Beach Haven 12316, 12324.....	96
Antipoison Creek 12235.....	158	Beach Haven Inlet 12316.....	87, 96
Appomattox River 12251.....	147	Beach Thorofare 12316.....	97, 99
Appoquinimink River 12311.....	111	Bear Creek 12281.....	211
Aquia Creek 12288.....	168	Bear Neck Creek 12270.....	175
Arlington Memorial Bridge 12285.....	171	Beards Creek 12270.....	175
Articulated daybeacons.....	16	Bearings.....	1
Articulated lights.....	16	Beaverdam Creek 12324.....	93
Artificial Island 12311.....	110	Bellevue 12266.....	195
Arundel Cove 12281.....	212	Belmar 12324.....	83
Assateague Island 12211.....	130	Belmont Bay 12289.....	168
Assateague Light 12211.....	130	Ben Davis Point 12304.....	110
Assawoman Bay 12211.....	129	Ben Davis Point Shoal 12304.....	110
Assawoman Canal 12214.....	129	Ben Hands Thorofare 12316.....	99
Assawoman Inlet 12210.....	131	Bends and curves.....	73
Assawoman Island 12210.....	131	Benedict 12264.....	174
Assiscunk Creek 12314.....	120	Benjamin Franklin Bridge 12313.....	115
Astronomical Almanac.....	219	Bennett Creek 12248.....	145
Atlantic City 12316.....	87, 97	Bennett Creek 12238.....	150
Atlantic Marine Center 12253.....	142	Bennett Point 12270.....	197
Automated Mutual-assistance Vessel Rescue System (AMVER).....	3	Berkley 12253.....	142
Avalon 12316.....	99	Bertrand 12235.....	156
Avalon Shoal 12318.....	87	Bethel 12261.....	192
Avalon Shores 12270.....	175	Betterton 12274.....	215
Avon 12324.....	83	Bidwell Creek 12304.....	109
Aylett 12243.....	152	Big Annemessex River 12231.....	190
Back Channel 12313.....	119	Big Creek 12316.....	96
Back Cove 12278.....	204	Big Elk Creek 12274.....	216
Back Creek 12226.....	187	Big Thorofare 12231.....	189
Back Creek 12238.....	151	Big Timber Creek 12313.....	118
Back Creek 12261.....	193	Bishops Head Point 12261.....	192
Back Creek 12274.....	215	Bivalve 12261.....	192
Back Creek 12277.....	122	Bivalve 12304.....	109
Back Creek 12278.....	202	Blackfish Bank 12211.....	130
Back Creek 12283.....	179	Blackhole Creek 12282.....	185
Back Creek 12284.....	173	Blackwalnut Cove 12266.....	194
Back Creek 12304.....	110	Blackwater Creek 12238.....	153
Back River 12222.....	150	Bladensburg 12285.....	171
Back River 12248.....	146	Bloodworth Island 12231.....	189
Back River 12278.....	213	Bloody Point Bar Light 12270.....	196
		Bodkin Creek 12278.....	202
		Bodkin Island 12270.....	197
		Bodkin Neck 12278.....	202
		Bodkin Point 12278.....	202
		Boer 12237.....	156
		Boggs Wharf 12226.....	187
		Bogues Bay 12210.....	132
		Bohemia River 12274.....	215
		Bonita Tideway 12316.....	97
		Bonum Creek 12286.....	163

	Page		Page
Bordentown 12314	121	Cape Henry 12222, 12221	134
Boundary Channel 12285	171	Cape Henry Light 12222	134
Bowditch	219	Cape May 12214	102
Bowers Beach 12304	108	Cape May 12317	90
Bowlers Rock 12237	157	Cape May Canal 12304	109
Bradford Bay 12210	132	Cape May Canal 12316	100
Brandon 12251	147	Cape May Channel 12214	102
Brandywine Creek 12311	112	Cape May Harbor 12317	90
Brannock Bay 12266	194	Cape May Inlet 12316	100
Branson Cove 12286	163	Cape May Inlet 12317	90
Breakwater Harbor 12216	106	Cape May Light 12214	102
Breton Bay 12286	163	Cape May-Lewes Ferry	106
Brewer Creek 12270	175	Carneys Point 12312	113
Brick Kiln Channel 12231	190	Carpenter Point 12274	216
Brickhouse Bar 12270	198	Carr Creek 12283	179
Brickhouse Landing 12243	153	Carr Point 12283	179
Brickyard Landing 12251	147	Carter Cove 12235	156
Bridge and cable clearances	14	Carter Creek 12235	156
Bridge Creek 12237	157	Carthage Creek 12233	162
Bridge lights and clearance gages	16	Cat Creek 12210	132
Bridge-to-Bridge Radiotelephone Communication	25	Cat Creek 12264	174
Bridgeboro 12314	119	Cat Point Creek 12237	157
Bridgeport 12312	114	Cedar Creek 12324	95
Bridges	1	Cedar Island 12210	131
Bridgeton 12304	110	Cedar Island Bay 12210	132
Bridgetown 12226	187	Cedar Point 12230	172
Brielle 12324	93	Cedar Point 12264	172
Brigantine 12316	97	Cedar Swamp Creek 12316	98
Brigantine Channel 12316	97	Centerton 12314	119
Brigantine Inlet 12316	87, 97	Central Branch 12228	187
Brigantine Shoal 12316	87	Centerville Landing 12272	200
Bristol 12314	120	Chain Bridge 12285	171
Broad Bay 12254	135	Channel markers, caution	17
Broad Creek 12228	190	Chapel Point 12288	167
Broad Creek 12235	155	Charleston Creek 12286	164
Broad Creek 12261	192	Charlestown 12274	216
Broad Creek 12266	195	Chart Numbering System	14
Broad Creek 12282	185	Chart Datum	14
Broad Creek 12289	169	Chart symbols and abbreviations	12
Broad Creek 12316	97	Charts and Publications-National Ocean Service	218
Broad Thorofare 12316	98	Charts and Publications-Other U.S. Government	
Broadkill River 12216	127	Agencies	218
Brooks Creek 12266	194	Cheatham Annex Depot 12241	152
Brookview 12261	192	Cherry Point 12235	154, 156
Broomes Island 12264	174	Cherrystone Channel 12224	186
Brooms Island 12264	174	Cherrystone Inlet 12224	187
Browns Bay 12238	153	Chesapeake 12253	143
Browns Cove 12282	183	Chesapeake and Delaware Canal 12277	122
Buck Neck Landing 12278	213	Chesapeake and Delaware Canal 12311	111
Bulkhead Shoal 12311	111	Chesapeake Bay 12221, 12220, 12260	133
Bulkhead Shoal Channel 12311	111	Chesapeake Bay Bridge	183
Bull Bluff 12288	167	Chesapeake Bay Bridge-Tunnel 12222	134
Bull Neck 12235	158	Chesapeake Bay Maritime Museum 12270	198
Bundick 12233	161	Chesapeake Beach 12266	174
Buoys	17	Chesapeake Biological Laboratory 12284, 12264	173
Burlington 12314	120	Chesapeake City 12277	124
Burtons Bay 12210	132	Chesapeake Light 12221	133
Burwell Bay 12248	146	Chesconessex 12228	187
Bush River 12274	214	Chesconessex Creek 12228	187
Bushwood Wharf 12286	164	Chester 12312	114
Butlers Bluff 12224	186	Chester Creek 12312	114
Butylo 12237	157	Chester River 12272	198
Buzzard Point 12286	163	Chestertown 12272	200
		Chicamuxen Creek 12288	168
Cabin Branch 12281	212	Chickahominy River 12251	147
Cabin Creek 12268	196	Chincoteague 12211	130
Cabin Creek 12270	197	Chincoteague Bay 12211	130
Cable ferries	1	Chincoteague Channel 12211	130
Cables	1	Chincoteague Inlet 12211, 12210	130
Cacaway Island 12272	200	Chincoteague Island 12211	130
Cadle Creek 12270	175	Chincoteague Shoals 12211	130
Callis Wharf 12235	154	Chisman Creek 12238	151
Cambridge 12266	195	Chopawamsic Creek 12288	168
Cambridge Creek 12266	196	Choptank 12268	196
Cambridge Marine Terminal 12266	196	Choptank River 12266, 12268	194
Camden 12313	118	Choptank River Light 12266	195
Campostella Bridge 12253	142	Christina River 12311	112
Canal Station 12277	124	Chuckatuck Creek 12248	145
Canoe Neck Creek 12286	164	Church Cove 12233	162
Cape Charles 12221	133	Church Creek 12266	194
Cape Charles 12224	132, 186	Church Point 12233	162
Cape Charles Harbor 12224	186	Church Point 12248	146
Cape Charles Light 12221	133	Churchland 12253	142
Cape Henlopen 12214, 12216	104	Churn Creek 12274	214
Cape Henlopen 12216	127	City Point 12251	147

	Page		Page
City Wharf 12253	142	Cruising schedules	11
Claiborne 12270	197	Crumpton 12272	201
Clam Creek 12316	87	Cuckold Creek 12264	173
Claremont 12251	147	Cumberland Landing 12243	153
Clarks Wharf 12264	173	Cummings Creek 12266	195
Clay Bank 12243	152	Cunjer Channel 12210	132
Clay Island 12261	192	Currents	1, 73
Clifton Beach 12288	168	Currioman Bay 12286	163
Coaches Island 12270	197	Curtis Bay 12281	211
Coals Landing 12288	168	Curtis Creek 12281	211
Coan 12233	161	Curtis Point 12270	175
Coan River 12233	161	Customs Ports of Entry and Stations	221
Coast Guard	3	Customs Service	2
Coast Guard District Offices	219	Cypress Creek 12248	145
Coast Guard droppable, floatable pumps	10	Cypress Creek 12282	185
Coast Guard Headquarters	219		
Coast Guard Marine Safety Offices	220	Dahlgren 12287	167
Coast Guard Radio Broadcasts	220	Dameron Marsh 12235	158
Coast Guard radio stations	11	Danger signal	24
Coast Guard Stations	220	Dangers	72
Coast Guard vessels, warning signals	22	Darby Creek 12312	114
Coast Pilot	1	Dark Head Creek 12278, 12273	214
Coast Pilots	218	Daugherty Creek 12231	190
Cobb Island 12210	131	Daugherty Creek Canal 12231	190
Cobb Island 12286	164	Davis Creek 12238	153
Cobb Point Bar 12286	164	Davis Creek 12272	200
Cobbs Creek 12235	155	Davis Wharf 12226	187
Cobham Bay 12248	146	Daylight saving time	80
Cockpit Point 12288	168	Deadman Shoal 12304	109
Cockrell Creek 12235	158	Deal Island 12231	191
Coffin Point 12281	211	Deale 12270	175
Cohansey Light 12304	110	Deck officers	24
Cohansey River 12304	110	Deep Creek 12228	188
Colbourn Creek 12231	190	Deep Creek 12237	156
Coles Point 12286	163	Deep Creek 12238	153
Colgate Creek 12281	212	Deep Creek 12248	146
College (Dorseys) Creek 12283	179	Deep Creek 12282	183
College Creek 12248	146	Deep Landing 12272	201
Colonial Beach 12286	164	Deep Point 12288	168
COLREGS Demarcation Lines	28, 72	Deep Water Shoals Light 12248	146
Columbia Island 12285	171	Deepwater Point 12311	112
Combs Creek 12286	163	Defense Mapping Agency	2
Commercial Fish Harbor 12211	130	Defense Mapping Agency Hydrographic/Topographic Center (DMAHTC)	5
Commodore John Barry Bridge 12312	114	Defense Mapping Agency Procurement Information	218
Compass roses on charts	15	Delaware and Lehigh Canal 12314	120
Concord Point 12274	216	Delaware and Raritan Canal 12314	121
Conowingo Dam	216	Delaware Bay 12214	102
Control of shipping in time of emergency or war	24	Delaware Breakwater Light 12216	106
Cooks Creek 12324	93	Delaware Capes	102
Cooper Point 12313	119	Delaware City 12311	111
Cooper River 12313	119	Delaware City Branch Channel 12277	124
Copperville 12270	198	Delaware City Branch Channel 12311	111
Cornell Harbor 12316	99	Delaware Memorial Bridge 12311	111
Cornfield Creek 12282	185	Delaware River 12311	110
Cornfield Harbor 12233	161	Delta Basin 12316	87
Cornfield Point 12233	161	Deltaville 12235	154
Cornwells Heights 12314	120	Dennis Creek 12304	109
Corps of Engineers	4	Dennis Point 12233	162
Corps of Engineers Offices	219	Denton 12268	196
Corrotoman River 12235	156	Destructive waves	21
Corsica River 12272	200	Dewey Beach 12216	127
Corson Inlet 12316	87	Diggs Wharf 12238	153
COSPAS-SARSAT system	19	Disposal areas	15
Courses	1	Disposal Sites	15, 72
Courthouse Landing 12243	152	Distances	2
Courthouse Point 12277	125	Distress Assistance and Coordination Procedures	8
Cove Point 12264	173	Distress Signals and Communication Procedures	7
Cove Point Light 12264	173	Dividing Creek 12235	158
Cox Creek 12270	197	Dividing Creek 12282	185
Cox Neck 12270	197	Dixie 12235	155
Crab Alley Bay 12270	197	Dock Thorofare 12316	98
Crab Alley Creek 12270	197	Documentation	4
Crab Point 12312	114	Dogue Creek 12289	169
Crabtown Creek 12324	93	Dogwood Harbor 12266	194
Cranes Creek 12235	158	Dorchester 12304	109
Craney Island 12253	141	Double Creek 12324	95
Craney Island 12289	169	Dover 12304	108
Cricket Hill 12235	154	Drawbridge Operation Regulations	37
Crisfield 12231	190	Dredge Harbor 12314	119
Crittenden 12248	145	Drewrys Bluff 12251	148
Crocheron 12261	192	Drum Point 12253	141
Crook Horn Creek 12316	99	Drum Point 12270	198
Cross currents	73	Drum Point 12272	200
Crossroads 12261	193	Drum Point 12284	173
Crosswicks Creek 12314	120		

	Page		Page
Duck Island 12314	121	Fishtraps	5
Duck Point Cove 12261	193	Fishweirs	72
Dukeharts Channel 12286	164	Five Fathom Bank 12214	102
Dumping Grounds	15, 72	Flag Harbor 12264	174
Dumping of dredged material	5	Fleeton (Fleet) Point 12235	158
Dundalk Marine Terminal 12281	212	Fleets Bay 12235	158
Dutch Gap 12251	148	Fleets Island 12235	155
Dutch Gap Cutoff 12251	148	Flemings Landing 12304	109
Dyer Creek 12238	154	Florence 12314	120
Dymer Creek 12235	158	Fog signals	17
Eagle Point 12313	118	Folly Creek 12210	132
East Burlington 12314	120	Food and Drug Administration (FDA)	6
East Fork 12272	200	Food and Drug Administration (FDA) Regional Offices	222
East Haven 12245	141	Forked Creek 12282	183
East Point 12304	109	Forked River 12324	95
East River 12238	153	Fort Belvoir 12289	169
Eastern Bay 12270	196	Fort Carroll 12281	211
Eastern Branch 12235	156	Fort Delaware State Park 12311	111
Eastern Branch 12253	142	Fort Eustis 12248	146
Eastern Neck Island 12272	198	Fort McHenry 12281	212
Eastern Neck Narrows 12272	200	Fort McHenry Tunnel 12281	213
Easton 12266	195	Fort Mifflin 12312	115
Easton Cove 12238	150	Fort Monroe	150
Easton Point 12266	195	Fort Monroe 12245, 12256	137
Eastport 12283	179	Fort Powhatan 12251	147
Echo soundings	15	Fort Washington 12289	169
Eckichy Channel 12221	132	Fort Wool 12245, 12256	138
Eddystone 12312	114	Fortescue 12304	110
Edge Creek 12266	195	Fortescue Creek 12304	110
Edgemoor 12312	113	Fourmile Run 12289	170
Edgewater 12270	175	Fowler Island 12304	109
Edwards Creek 12235	154	Fox Creek 12261	193
Egg Island Flats 12304	110	Fox Point 12286	164
Egg Island Point 12304	110	Francis Scott Key Bridge 12281	211
Elizabeth River 12253	138	Francis Scott Key Bridge 12285	171
Elk Neck 12274	216	Frederica 12304	108
Elk River 12274	215	Fredericksburg 12237	157
Elkton 12274	216	Fredericktown 12274	215
Elliott 12261	192	Freestone Point 12289	168
Environmental Protection Agency (EPA)	5	Frequency units	11
Environmental Protection Agency (EPA) Offices	219	Friars Landing 12312	115
EPIRB	18	Frog Mortar Creek 12278, 12273	214
EPIRBs	18	Furnace Creek 12278	212
Essington 12312	114		
Ewell 12231	189	Galesville 12270	175
Exclusive Economic Zone of the United States	24	Galloway Creek 12278	214
Extratropical cyclones	77	Gardner Basin 12316	87
		Gargathy Inlet 12210	131
Fairbank 12266	194	Garrett Island 12274	216
Fairfield 12281	212	Geographic range	16
Fairlee Creek 12278	213	George Island Landing 12211	130
Fairmount Dam 12313	117	George P. Coleman Memorial Bridge 12241	152
Fairton 12304	110	George Washington Birthplace National Monument 12286	164
Fairview 12278	202	Georgetown 12274	215
Fairview Beach 12288	167	Georgetown 12285	171
Fairview Point 12270	198	Georgetown Channel 12285	171
Falling Creek 12251	148	Gibson Island 12282	183
Farm Creek 12261	192	Giesboro Point 12289	170
Farrar Island 12251	148	Gingerville Creek 12270	175
Federal Communications Commission	5	Glass 12238	153
Federal Communications Commission Offices	222	Glass House Point 12251	147
Fenwick Island 12214	129	Glebe Bay 12270	175
Fenwick Island Light 12211	129	Glebe Creek 12270	175
Fenwick Shoal 12211	129	Glebe Point 12235	159
Ferry Bar 12281	212	Gloucester City 12313	118
Ferry Cove 12270	197	Gloucester Point 12241	152
Ferry Point 12261	193	Golden Hammock Thorofare 12316	97
Ferry Point 12281	211	Goodluck Point 12324	95
Ferry Point 12283	179	Goose Creek 12231	191
Fieldsboro 12314	120	Goose Creek 12261	192
Fish havens	5, 15	Goose Creek 12324	95
Fishermans Cove 12254	136	Government Agencies	2
Fishermans Island 12221	133	Government Printing Office	218
Fishery Conservation Zone	25	Grace Creek 12266	195
Fishing Battery Light 12274	216	Granby Street Bridge 12245	141
Fishing Bay 12235	155	Grassy Bay 12316	97
Fishing Bay 12261	192	Grassy Sound 12316	99
Fishing Creek 12261	193	Grassy Sound Channel 12316	90, 99
Fishing Creek 12266	174, 194	Gratitude 12272	201
Fishing Creek 12270	175	Gravelly Point 12289	170
Fishing Point 12211	130	Graveyard Point 12278	202
Fishing Point 12281	211	Grays Creek 12251	147
Fishing Point 12284	173	Grays Creek 12282	185
Fishtrap areas	15		

	Page		Page
Grays Inn Creek 12272	200	Hodges Ferry 12253	142
Great Bay 12316	96	Hog Island Bay 12210	132
Great Bohemia Creek 12274	215	Hog Point 12264	173
Great Channel 12316	90, 99	Hole in the Wall, The 12235	154
Great Egg Harbor Bay 12316	98	Holland Cliff 12264	174
Great Egg Harbor Inlet 12316	87, 98	Holland Island Bar Light 12231	189
Great Egg Harbor River 12316	98	Holland Point 12270	174
Great Fox Island 12228	188	Holland Straits 12231	189
Great Gull Bank 12211	129	Hollidays Point 12248	145
Great Machipongo Channel 12210	131	Hollis Marsh 12286	163
Great Machipongo Inlet 12210	131	Honga 12261	193
Great Point 12231	190	Honga River 12261	193
Great Shoal 12248	145	Hooper Island Light 12233	172
Great Shoals Light 12261	191	Hooper Islands 12261	193
Great Sound 12316	99	Hooper Point 12266	194
Great Thorofare 12228	188	Hooper Strait 12231	190
Great Wicomico River 12235	158	Hooper Strait Light 12231	190
Great Wicomico River Light 12235	158	Hoopersville 12261	193
Green Bank 12316	96	Hop Point 12231	190
Green Point Wharf 12278	213	Hope Creek 12311	110
Greenbackville 12211	130	Hopewell 12251	147
Greenbury Point 12283	179	Hopkins 12228	188
Greenmansion Cove 12238	153	Hopkins Creek 12278	214
Greensboro 12268	196	Horn Harbor 12238	154
Greenvale Creek 12237	156	Horsehead Cliffs 12286	164
Greenwich Pier 12304	110	Horseshoe 12222	150
Greenwood Creek 12270	197	Horseshoe 12245	137
Grimstead 12235	154	Horseshoe Lead 12210	131
Grove Creek 12272	200	Hoskins Creek 12237	157
Grove Point 12274	215	Hospital Point 12253	142
Guilford Creek 12228	188	Howell Point 12274	215
Guilford Flats 12228	188	Hudson 12266	194
Guinea Marshes 12241	151	Hudson Creek 12266	194
Gull Island Thorofare 12316	97, 99	Huggins Point 12286	163
Gull Marsh Channel 12210	132	Hummock Channel 12210	131
Gum Bar Point 12285, 12286	167	Hungars Creek 12226	187
Gum Bar Point 12286	167	Hunting Creek 12228	188
Gunpowder River 12274, 12273	214	Hunting Creek 12268	196
Gunston Cove 12289	169	Hunting Creek 12270	198
Gwynn Island 12235	154	Hunting Creek 12289	169
		Hurricane moorings	73
		Hurricanes	76
Hackett Point 12283	183		
Hacksneck 12226	187	Ice	73
Hains Point 12289	170	Immigration and Naturalization Service	5
Hallowing Point 12264	174	Immigration and Naturalization Service Offices	222
Hammock Cove 12316	97	Indian Creek 12235	158
Hampton 12245	137	Indian Head	169
Hampton Bar 12245	137	Indian Queen Bluff 12289	169
Hampton Boulevard Bridge 12245	141	Indian River 12216	129
Hampton Institute 12245	137	Indian River Bay 12216	129
Hampton River 12245	137	Indian River Inlet 12216	127
Hampton Roads 12245	136	Ingram Thorofare 12316	99
Hance Point 12274	216	Inland Waterway Navigation Regulations	49
Hancocks Bridge 12311	110	Inner Harbor 12281	213
Harbor and Inlet Entrances	72	Inner Middle Ground 12221	134
Harbor of Refuge 12216	106	Inside Navigation	73
Harbor of Refuge Light 12216	106	Inside Thorofare 12316	97
Harbormasters	80	Insley Cove 12261	193
Harborton 12226	187	Inspection Service (APHIS) Offices	222
Harris Creek 12266	195	International Code of Signals	219
Harris River 12222	150	International distress signals	7
Harry W. Nice (Potomac River) Bridge 12288	167	Intracoastal Waterway 12324, 12316	92
Harryhogan Point 12233	162	Irish Creek 12266	195
Hatcher Island 12251	148	Irvington 12235	156
Havre de Grace 12274	216	Island Creek 12233	162
Hawk Cove 12278	213	Island Creek 12264	174
Hawkins Point 12281	211	Island Creek 12266	195
Hawtree Landing 12243	152	Island Creek 12272	200
Hazard Point 12231	190	Island Heights 12324	95
Hearns Cove 12261	193	Island Hole Narrows 12210	132
Heights	2	Island Point 12231	190
Helicopter evacuation	10	Isle of Wight Bay 12211	129
Hellen Creek 12264	173	Isle of Wight Shoal 12211	129
Hen and Chickens Shoal 12214	104		
Hereford Inlet 12316	90	Jackson Creek 12235	154
Heron Island Bar 12286	164	Jackson Creek 12272	200
Herring Bay 12270	174	Jacobs Nose Cove 12274	215
Herring Creek 12216	127	Jakes Landing 12304	109
Herring Creek 12286	163	James Island 12266	194
Herring Island 12324	95	James River 12251	144
Herrington Harbour 12270	174	James River Bridge 12248	145
High Point 12289	168	Jamestown 12248	146
Hills Bay 12235	154	Jamestown Island 12248	146
Hills Point 12266	194	Janes Island 12231	190
Hillsboro 12268	196		

	Page		Page
Jarvis Sound 12316	90, 99	Little Egg Harbor 12316	96
Jefferson Island 12270	197	Little Egg Inlet 12316	87, 96
Jenkins Creek 12231	190	Little Elk Creek 12274	216
Johnson Island 12270	197	Little Ferry Landing 12287	167
Jones Creek 12231	190	Little Fox Island 12228	188
Jones Creek 12245	137	Little Gull Bank 12211	129
Jones Creek 12248	145	Little Hunting Creek 12289	169
Jones Creek 12278	204	Little Inlet 12224	132
Jones Neck 12251	148	Little Neck Island 12272	201
Jones Neck Cutoff 12251	148	Little Queenstown Creek 12272	200
Jones Point 12289	169	Little River 12304	108
Joppatowne 12273, 12274	214	Little Round Bay 12282	183
Jordan Point 12251	147	Little Sheepshead Creek 12316	96
		Little Sloop Channel 12210	132
Kanawha Ship Canal 12251	149	Little Tinicum Island 12312	114
Kedges Straits 12231	189	Little Wicomico River 12233	161
Kegotank Bay 12210	132	Liverpool Point 12288	168
Kennerley Wharf 12272	200	Lobdell Canal 12311	112
Kent Island 12270	197	Local magnetic disturbances	15
Kent Island Narrows 12272	200	Local Notice to Mariners	2
Kent Point 12270	197	Locklies Creek 12235	156
Kentmore Park 12274	215	Locust Grove 12243	152
Kettle Creek 12324	95	Locust Point 12231	190
Kilmarnock 12235	158	Locust Point 12274	215
Kilmarnock Wharf 12235	158	Locust Point 12281	213
Kings Creek 12224	186	Lodge 12233	162
Kingscote Creek 12233	161	Lodge Creek 12233	162
Kinsale 12233	162	Long Bar 12270	174
Kiptopeke Beach 12224	186	Long Beach 12324	96
Knapps Narrows 12266	194	Long Cove 12272	200
Knitting Mill Creek 12245	141	Long Creek 12254, 12222	136
		Long Haul Creek 12270	198
La Trappe Creek 12266	195	Long Point 12261	191
Lafayette River 12245	141	Long Point 12270	197
Lagrange Creek 12237	156	Longboat Creek 12210	132
Lake Conoy 12233	161	Longport 12316	98
Lake Louise 12324	93	Loran	72
Lake Maury 12248	145	LORAN-C	19
Lake Ogleton 12283	179	Love Creek 12216	127
Lakes Bay 12316	98	Love Point 12272	198
Lamberts Point 12253	141	Love Point Light 12272	198
Lancaster Creek 12237	157	Lovers Point 12286	163
Lanes Creek 12235	154	Lower Canton 12281	212
Lanexa 12251	147	Lower Cedar Point 12287	167
Langford Creek 12272	200	Lower Machodoc Creek 12286	163
Langley Field 12222	150	Lower Marlboro 12264	174
Laurel 12261	192	Lower Thorofare 12231	191
Laurelton 12324	95	Lower Thorofare 12316	99
Lavallette 12324	95	Lowes Wharf 12270	197
Lawless Point 12245	141	Ludlam Bay 12316	99
Layton 12237	157	Ludlam Thorofare 12316	99
Lazaretto Point 12281	212	Luminous range	16
League Island 12313	118	Lynch Cove 12281	211
Lebanon 12304	108	Lynnhaven Bay 12254	135
Lecompte Bay 12266	195	Lynnhaven Inlet 12254	135
Lecompte Creek 12266	195	Lynnhaven Roads 12254	135
Leeds Creek 12270	198		
Leedstown 12237	157	Machipongo River 12210	131
Legal public holidays	80	Madison 12266	194
Leipsic 12304	109	Madison Bay 12266	194
Leipsic River 12304	109	Magotha 12221	132
Leonardtown 12286	163	Magothy Bay 12221	132
Levering Creek 12231	189	Magothy Narrows 12282	185
Lewes 12216	127	Magothy River 12282	183
Lewes and Rehoboth Canal 12216	127	Mahon River 12304	108
Lewisetta 12233	161	Main Channel 12316	99
Light and fog signal characteristics	2	Main Creek 12278	202
Light Lists	4	Main Marsh Thorofare 12316	97
Light Lists (United States and Possessions)	219	Mallows Bay 12288	168
Lights	16	Manahawkin Bay 12324	96
Linkhorn Bay 12222	136	Manasquan 12324	93
List of Lights (Foreign Countries)	219	Manasquan Inlet 12324	83, 93
Liston Point 12311	110	Manasquan River 12324	93
Little Annemessex River 12231	190	Manokin River 12231	190
Little Assawoman Bay 12214	129	Mantoloking 12324	95
Little Bay 12235	158	Mantua 12312	115
Little Bay 12316	97	Mantua Creek 12312	115
Little Bohemia Creek 12274	215	Manumuskin River 12304	110
Little Choptank River 12266	193	Marbury Point 12289	170
Little Cobb Island 12224	131	Marcus Hook 12312	113
Little Cove Point 12264	173	Margate City 12316	98
Little Creek 12254, 12256	136	Marine Broadcast Notices to Mariners	2
Little Creek 12270	197	Marine Corps	168
Little Creek 12304	108	Marine Radiotelephone Users Handbook	219
Little Deal Island 12231	190, 191	Marine Weather Services Charts	219

	Page		Page
Mariners' Museum 12248	145	Morgantown 12287	167
Maritime Exchange	106, 211	Morley Wharf 12226	187
Maritime Exchange, Baltimore	211	Morris Bay 12243	152
Market Slip 12283	179	Morris Point 12286	164
Marley Creek 12278	212	Mott Creek 12316	97
Marsh Market 12228	188	Mount Landing Creek 12237	157
Marshall Hall 12289	169	Mount Vernon 12289	169
Marshelder Channel 12316	96	Mountain Point 12282	183
Marshyhope Creek 12261	192	Mt. Airy 12251	147
Martin Point 12233	162	Mud Island 12314	120
Maryland Point 12288	167	Muddy Hook Cove 12261	193
Maryland Point Light 12288	167	Mulberry Creek 12237	156
Matapeake 12270	198	Mulberry Point 12274	215
Mathias Point 12288	167	Mullica River 12316	96
Mattaponi River 12243	152	Mundy Point 12233	162
Mattawoman Creek 12226	187	Murderkill River 12304	108
Mattawoman Creek 12288	168	Myrtle Island 12224	132
Mattox Creek 12286	164		
Maurice River 12304	109	Nabbs Creek 12278	204
Maurice River Cove 12304	109	Nacote Creek 12316	96
Mauricetown 12304	109	Nan Cove 12264	174
Maxwell Point 12274	214	Nandua 12226	187
Mayo 12270	175	Nandua Creek 12226	187
Mayos Island 12251	148	Nanjemoy Creek 12288	167
Mays Landing 12316	98	Nansemond River 12248	144
McCreadys Creek 12261	192	Nanticoke 12261	192
McCrie Shoal 12214	102	Nanticoke River 12261	191
Meadow Cut 12316	97	Nantuxent Cove 12304	110
Mean Low Water	14	Nantuxent Creek 12304	110
Mean Lower Low Water	14	Nantuxent Point 12304	110
Measured Courses	222	Narrow channels	24
Medical advice	11	Narrows Point 12235	154
Medical advice and/or evacuation	10	Nassawadox Creek 12226	187
MEDICO	11	National Environmental Satellite, Data, and Information Service	7
Meekins Neck 12261	193	National Institute of Standards and Technology	12
Meeks Point 12274	215	National Ocean Service	3
Menchville 12248	146	National Ocean Service Offices	218
Menokin Landing 12237	157	National Weather Service	6
Mercator projection	15	National Weather Service Forecast Offices (WSFOs)	6, 221
Meredith Creek 12283	183	National Weather Service Offices	6, 221
Merry Point 12235	156	National Weather Service Port Meteorological Officers (PMOs)	6, 221
Messick Point 12222	150	Nautical Almanac	219
Messongo Creek 12228	188	Nautical charts	3, 12
Metedeconk Neck 12324	95	Nautilus Shoal 12221	134
Metedeconk River 12324	95	Naval Academy 12283	179
Metomkin Point 12288	167	Naval Amphibious Base	136
Metompkin Bay 12210	132	Naval Surface Weapons Center Dahlgren, Va. 12287	167
Metompkin Inlet 12210	131	Navesink Lighthouse 12326	81
Metompkin Islands 12210	131	Navesink River 12326	81
Mezick Ponds 12282	183	Navigation Guidelines for Bay and River Delaware	102
Middle Branch 12281	212	Navigation Rules	219
Middle Hooper Island 12261	193	Navigation Safety Regulations	49
Middle River 12278, 12273	214	NAVTEX	12
Middle River 12316	98	NAVTEX Marine Information Broadcasts	12
Middle Thorofare 12316	97, 99	Navy Marine Engineering Laboratory 12283	179
Mila 12235	159	Neabsco Creek 12289	168
Miles River 12270	197	Neale Sound 12286	164
Milford 12304	108	Neavitt 12266	195
Milford Haven 12235	154	Neshaminy Creek 12314	120
Milford Landing 12287	167	Neshaminy State Park 12314	120
Milford Neck 12304	108	New Bridge 12311	111
Mill Creek 12235	156, 158	New Castle 12311	111
Mill Creek 12248	146	New Gretna 12316	97
Mill Creek 12264	173	New Point 12238	154
Mill Creek 12282	185	New Point Comfort 12238	153
Mill Creek 12283	183	New York Harbor 12326	81
Mill Creek 12284	173	Newbold Island 12314	120
Miller Landing 12243	152	Newcomb 12270	198
Millsboro 12216	129	Newport 12304	110
Millstone Creek 12210	132	Newport 12311	112
Millville 12304	110	Newport News 12245	137
Milton 12216	127	Newport News Creek 12245	137
Minesweeper signals	22	Newport News Middle Ground Light 12245	137
Mispiration River 12304	108	Newport News Point 12245	137
Mobjack 12238	153	Newport News Point 12248	144
Mobjack Bay 12238	153	Newton Creek 12313	118
Mockhorn Channel 12221	132	Newton Rock 12237	157
Molls Cove 12233	162	NIST Time and Frequency Dissemination Services, Special Publication 432	12
Money Island 12304	110	NOAA Weather Radio	6, 12, 221
Monie Bay 12261	191	Nominal range	16
Monroe Creek 12286	167	Nomini 12286	163
Morattico 12237	157	Nomini Bay 12286	163
Morattico Creek 12237	157		
Morgan Creek 12272	201		
Morgan Point 12233	162		

	Page		Page
Nomini Cliffs 12286	164	Parting Creek 12210	131
Nomini Creek 12286	163	Patapsco River 12278	202
Norfolk 12253	142	Patcong Creek 12316	98
Norfolk Harbor 12245, 12253	138	Patuxent River 12264, 12284	172
Norfolk Naval Base 12245	139	Patuxent River Naval Air Station 12284	173
Norfolk Naval Shipyard 12253	143	Paul Point 12261	193
North Branch 12228	187	Paulsboro 12312	114
North Branch 12324	95	Pea Patch Island 12311	111
North Channel 12210	132	Peachblossom Creek 12266	195
North East 12274	216	Peachorchard Cove 12281	211
North East River 12274	216	Pealiquor Shoal 12268	196
North Fork 12266	195	Peck Bay 12316	99
North Point 12278	202	Pedricktown 12312	113
North Point Creek 12278	204	Pelican Island 12324	95
North Prong 12261	191	Pennsville 12311	111
North River 12238	153	Pennsylvania Harbor 12316	99
North Shoal 12283	183	Pentagon Lagoon 12285	171
Northam Narrows 12210	132	Pepper Creek 12216	129
Northbury 12243	153	Pepper Creek 12238	153
Northeast Branch 12266	194	Perch Cove 12316	97
Northeast Branch 12270	195	Perrin 12241	151
Northeast Channel 12224	131	Perrin River 12241	151
Northeast Heights 12274	216	Perry Cove 12278	202
Northend Point 12222	150	Perry Point 12274	216
Northfield 12316	98	Perryville 12274	216
Northwest Branch 12222	150	Persimmon Point 12282	183
Northwest Branch 12238	153	Persimmon Point 12288	167
Northwest Branch 12270	195	Petersburg 12251	148
Northwest Harbor 12281	212	Petersons Point 12264	174
Notices to Mariners	2, 219	Petty Island 12313	119
Nottingham 12264	174	Philadelphia 12313	115
Nummy Island 12316	90, 99	Philadelphia Naval Shipyard 12313	118
		Phoebus 12245	137
Oak Creek 12270	198	Piankatank River 12235	154
Obes Thorofare 12316	97	Pig Point 12248	145
Obstructions	2	Pigeon Point 12311	112
Ocohanock Creek 12226	187	pilot boat cruising area	104
Occoquan 12289	169	Pilotage	80
Occoquan Bay 12289	168	Pilotage, Atlantic City	87
Occoquan River 12289	168	Pilotage, Bay and River Delaware	105
Occupacia Creek 12237	157	Pilotage, Manasquan Inlet	83, 93
Ocean City 12211	129	Pilotage, New Jersey Coast	81
Ocean City 12316	87, 98	Pilotage, Shark River Inlet	83
Ocean City Inlet 12211	129	Piney Neck Point 12270	197
Odessa 12311	111	Piney Point 12233	162, 163
Okahanikan Point Light 12231	189	Pinner Point 12253	142
Old Plantation Creek 12224	186	Pipelaying barges	73
Old Plantation Flats Light 12224	186	Piscataway Creek 12237	157
Old Point Comfort 12245, 12256	137	Piscataway Creek 12289	169
Old Point Comfort Light 12245	137	Pleasantville 12316	98
Old Road Bay 12278	204	Plum Point Creek 12266	174
Old Town Point Wharf 12274	215	Plumtree Island 12222	150
Oldmans Creek 12312	113	Pocahontas Creek 12270	175
Oldmans Point 12312	113	Pocomoke City 12230	188
Omega	21	Pocomoke River 12228, 12230	188
Onancock 12228	187	Pocomoke Sound 12228	188
Onancock Creek 12228	187	Pohick Bay 12289	169
Ottens Harbor 12316	99	Point Bar Thorofare 12316	97
Otter Point Creek 12274	214	Point Lookout 12233	161
Ottoman Wharf 12235	156	Point Lookout Light 12233	161
Outlet Bay 12210	132	Point Lookout State Park 12233	161
Overfalls Shoal 12214	102	Point No Point 12233	172
Oxford 12266	195	Point No Point Light 12233	172
Oxon Creek 12289	170	Point of Shoals 12248	146
Oyster 12224	131	Point Patience 12284	173
Oyster Creek 12316	97	Point Pleasant 12324	93
Oyster Creek 12324	95	Point Pleasant Beach 12324	93
Oyster Creek Channel 12324	83	Point Pleasant Canal 12324	93
		Pomonkey Creek 12289	169
Paddy Thorofare 12316	99	Pond Point 12274	214
Pagan River 12248	145	Pooles Island 12278	213
Palmers 12286	164	Pooles Island Bar Light 12278	213
Pamunkey River 12243	153	Popes Creek 12286	164
Papermill Pond 12266	195	Popes Creek 12288	167
Parish Creek 12270	175	Poplar Cove Wharf 12228	187
Parker Cove 12316	96	Poplar Harbor 12270	197
Parker Creek 12210	132	Poplar Island 12270	197
Parker Run 12316	96	Poplar Island Narrows 12270	197
Parkers Landing 12312	115	Poplar Neck Creek 12235	158
Parkers Landing 12316	96	Poquessing Creek 12314	120
Parramore Banks 12210	131	Poquoson River 12238	150
Parramore Beach Coast Guard Station 12210	131	Poropotank Bay 12243	152
Parramore Island 12210	131	Poropotank River 12243	152
Parrotts Creek 12237	156	Porpoise Banks 12210	131
Parson Island 12270	197	Port Conway 12237	157

Port Covington 12281	212	Repairs	80
Port Deposit 12274	216	Reported information	2
Port Elizabeth 12304	110	Reports from ships	12
Port Mahon 12304	108	Rescue 12248	145
Port Norris 12304	109	Reserve Basin 12313	118
Port Penn 12311	111	Reserve Fleet	146
Port Republic 12316	97	Retreat 12243	153
Port Richmond 12243	153	Rhode River 12270	175
Port Royal 12237	157	Rhodes Point 12231	189
Port Series of the United States	219	Rich Neck 12270	197
Port Tobacco 12288	167	Richmond 12251	148
Port Tobacco River 12288	167	Richmond Upper Marine Terminal 12251	149
Port Tobacco River Flats 12288	167	Richmond Yacht Basin 12251	148
Ports and Waterways Safety-General	45	Risley Channel 12316	98
Portsmouth 12253	143	Riva 12270	175
Possum Point 12288	168	Riviera Beach 12324	93
Post Creek 12316	99	Robins Grove Point 12286	167
Potomac Beach 12287, 12285	167	Robins Point 12274	214
Potomac Creek 12288	167	Robinson Creek 12237	156
Potomac River 12233, 12285	161	Robinsonville 12216	127
Potomac River 12233, 12286, 12288, 12289, 12285	160	Rock Creek 12278	202
Potomac River Bridge	167	Rock Creek 12285	171
Powell Creek 12251	147	Rock Hall Harbor 12272	201
Powell Creek 12316	98	Rock Point 12278	202
Powells Creek 12288	168	Rockhold Creek 12270	175
Powhatan Creek 12248	146	Rocklanding Shoal Channel 12248	146
Preparations for being towed by Coast Guard	11	Roebing 12314	120
Princess Anne 12231	191	Rolphs 12272	200
Princeton Harbor 12316	99	Romancoke 12270	197
Principal ports	79	Roosevelt Inlet 12216	127
Prissy Wicks Shoal 12214	102	Rosier Bluff 12289	169
Prospect Bay 12270	197	Rosier Creek 12287	167
Prospect Hill 12286	163	Round Bay 12282	183
Public Health Service	5	Routes	73
Public Health Service Quarantine Stations	221	Rowes Creek 12238	153
Public Landing 12211	130	Royal Oak 12270	198
Pungoteague Creek 12226	187	Ruffins Wharf 12251	147
Purnell Point 12211	130	Rumbley 12231	191
Quantico 12288	168	Sailing Directions (Foreign Countries)	219
Quantico Creek 12288	168	Salem Canal 12311	112
Queen Anne 12268	196	Salem Cove 12311	111
Queen Creek 12243	152	Salem River 12311	111
Queens Creek 12235	154	Sales agents	3
Queenstown 12272	200	Sales Information	218
Queenstown Creek 12272	200	Salisbury 12261	191
Quinby 12210	131	Salt Ponds 12222	150
Quinby Inlet 12210	131	Salter's Creek 12245	137
Quinton 12311	111	San Domingo Creek 12266	195
Raccoon Creek 12312	114	San Marcos Wreck 12225	158
Racons	19	Sanborn Anchorage 12324	95
Radar	24, 72	Sand Shoal Channel 12224	131
Radar beacons (Racons)	19	Sand Shoal Inlet 12224	131
Radar reflectors on small craft	11	Sandy Bay 12248	146
Radio aids to navigation	2	Sandy Hook 12326	81
Radio bearings	18	Sandy Hook Bay 12330	81
Radio distress procedures	7	Sandy Island 12224	186
Radio navigation warnings and weather	11	Sandy Island Channel 12210	131
Radio Navigational Aids	219	Sandy Point 12251	147
Radio shore stations providing medical advice	222	Sandy Point 12284	173
Radio Weather Broadcasts	221	Sandy Point 12288	168
Radiobeacons	17	Sandy Point Shoal Light 12282	183
Radiotelephone channels	25	Sandy Point State Park 12282	183
Ragged Island Creek 12248	145	Santee Basin 12283	179
Ragged Point 12286	163	Sarah Creek 12241	152
Ramsay Lake 12270	175	SARSAT	19
Rancocas Creek 12314	119	Sassafras River 12274	215
Randle Cliff Beach 12266	174	SATELLITE POSITION INDICATING RADIO BEACON (EPIRB)	18
Ranges	2	Saunders Point 12270	175
Rappahannock River 12235, 12237	155	Saxis 12228	188
Rappahannock River Light 19 12237	157	Schellenger Creek 12317	90
Rappahannock Spit 12235	155	Schley 12238	153
Recreational Boating Guide	219	Schoolhouse Cove 12281	211
Red Point 12274	216	Schuylkill River 12313	117
Redhouse Cove 12282	185	Scotland 12251	147
Reed Bay 12316	97	Scott Creek 12253	142
Reed Creek 12272	200	Scow Landing 12316	96
Reedville 12235	158	Sea Girt 12324, 12323	83
Reedy Island 12311	111	Sea Isle City 12316	99
Reedy Point 12277	122	Seaford 12261	192
Regulated Navigation Areas and Limited Access Areas	53	Seaplane landing area	216
Rehobeth 12230	188	Search and Rescue	7
Rehoboth Bay 12216	127	Searchlights	24
Reids Ferry 12248	145	Seaside Heights 12324	95

	Page		Page
Sebastian Point 12286	167	Special Notice to Mariners	219
Secretary 12268	196	Special signals	22
Seiche	22	Spesutie Island 12274	215
Seismic sea waves	21	Spesutie Narrows 12274	215
Selby Bay 12270	175	Spidercrab Bay 12221	132
Selby Beach 12270	175	Spit Neck 12278	202
Selected Worldwide Marine Weather Broadcasts	219	Spoil areas	15
Seneca Creek 12278, 12274, 12273	214	Spry Island Shoal 12278	214
Sevenfoot Knoll Light 12278	202	St. Catherine Island 12286	164
Severn 12238	153	St. Catherine Sound 12286	164
Severn River 12238	153	St. Clements Bay 12286	164
Severn River 12282	179	St. Clements Island 12286	163
Sewell Point 12317	90	St. George Bar 12233	162
Sewells Point 12245	139	St. George Creek 12233	162
Sewells Point Spit 12245	139	St. George Island 12233	162
Shad Island 12316	97	St. Helena Island 12282	183
Shad Landing State Park 12230	188	St. Inigoes Creek 12233	162
Shad Point 12261	191	St. Jerome Creek 12233	172
Shady Side 12270	175	St. Jones River 12304	108
Shannon Branch 12233	162	St. Leonard Creek 12264	174
Shark River 12324	83	St. Margaret Island 12286	164
Shark River Inlet 12324	83	St. Marys City 12233	162
Sharkfin Shoal Light 12231	190	St. Marys River 12233	162
Sharps Island Light 12266	193	St. Michaels 12266	195
Sharptown 12261	192	St. Michaels 12270	198
Sheep Pen Gut 12231	189	St. Patrick Creek 12286	164
Shell Pile 12304	109	St. Peters Creek 12231	191
Shelltown 12228	188	St. Pierre Island 12231	190
Shelter Cove 12324	95	Standard time	80
Shelter Island 12316	97	Starling Creek 12228	188
Shelter Island Bay 12316	97	Stevens Point 12233	161
Sherwood 12266	195	Still Pond 12274	214
Ship Bottom 12324	96	Stillpond Creek 12274	214
Ship Channel 12316	98	Stingray Point 12235	154
Ship Shoal Inlet 12224	132	Stingray Point Light 12235	154
Shipyard Landing 12251	147	Stone Harbor 12316	99
Shooting Thorofare 12316	96	Stonehouse Cove 12281	211
Shrewsbury River 12326	81	Stony Creek 12278	202
Shrewsbury Rocks 12326	81	Stony Point 12222	150
Sillery Bay 12282	185	Storm surge	21
Sinepuxent Bay 12211	130	Story Island 12316	96
Skiffes Creek 12248	146	Story Island Channel 12316	96
Skinner's Neck 12272	200	Stove Point Neck 12235	155
Slaughter Creek 12264	194	Stow Creek 12311	110
Sledds Point 12281	211	Stratford Cliffs 12286	164
Sloop Channel 12210	132	Strathmere 12316	99
Sloop Point 12251	147	Stump Neck 12288	168
Slough Creek 12233	161	Stumps and sunken logs	73
Small-craft facilities	80	Sturgeon Point 12251	147
Smith Creek 12233	162	Stutts Creek 12235	155
Smith Creek 12253	142	Submarine cables and pipelines	14
Smith Island 12221	133	Submarine emergency identification signals	22
Smith Island 12231	189	Sue Creek 12278	214
Smith Island Inlet 12224	132	Suffolk 12248	145
Smith Island Shoal 12221	134	Summit Bridge 12277	124
Smith Point 12233	161	Sunnybank 12233	161
Smith Point 12288	168	Sunset Creek 12245	137
Smith Point Light 12233	161	Sunset Lake 12316	99
Smithfield 12248	145	Supplies	80
Smyrna 12304	109	Surface ship procedures for assisting aircraft in distress	9
Smyrna Landing 12304	109	Surface ship procedures for assisting distressed surface vessels	8
Smyrna River 12304	109	Susquehanna River 12274	216
Snow Hill 12211	130	Swan Creek 12272	201
Snow Hill 12230	188	Swan Creek 12274	216
Snug Harbor 12316	87	Swan Point 12272	201
Solomons 12284	173	Swan Point 12278	213
Solomons Island 12284	173	Swan Point Bar 12272	201
Solomons Lump Light 12231	189	Sweden Point 12288	168
Somers Cove 12231	190	Swedesboro 12312	114
Somers Point 12316	98	Sweet Hall Landing 12243	153
South Branch 12228	187	Sweetwater 12316	96
South Channel 12224	131		
South Marsh Island 12231	189		
South Prong 12261	191	Tabbs Creek 12235	158
South River 12270	175	Tangier 12228	189
South Yeocomico River 12233	162	Tangier Island 12228	154, 158, 187, 189
Southeast Branch 12266	194	Tangier Sound 12228, 12230	189
Southeast Channel 12224	131	Tangier Sound Light 12228	189
Southeast Creek 12272	200	Tanhouse Creek 12211	130
Southern Branch 12253	142	Tanner Point 12245	141
Southern Prong 12233	172	Tapler Point 12274	214
Southwest Branch 12222	150	Tappahannock 12237	157
Southwest Branch 12238	153	Tar Bay 12264	193
Spa Creek 12283	179	Taylor Creek 12235	156
Sparrows Point 12281	211	Taylors Island 12264, 12266	194

	Page		Page
Teagles Ditch 12210	132	Tyler Cove 12261	193
Tedious Creek 12261	192	Tyler Creek 12261	193
The Glebe 12233	161	Tyler Ditch 12231	189
The Haven 12272	201	Tylers Beach 12248	146
The Hole in the Wall 12235	154	Tylerton 12231	189
The Narrows 12254	136		
The Notch 12228	188	U. S. Naval Amphibious Base 12254, 12256	136
The Saltworks 12226	187	Under-keel clearances	1
The Shears 12216	106	Uniform State Waterway Marking System	21
The Swash 12210	132	Upper Cedar Point 12288	167
The Thorofare 12228	188	Upper Chippokes Creek 12251	147
The Thorofare 12248	146	Upper Ferry 12261	191
Theodore Roosevelt Island 12285	171	Upper Hooper Island 12261	193
Thimble Shoal Channel 12254, 12256, 12222	135	Upper Machodoc Creek 12287	167
Thimble Shoal Light 12245	137	Upper Thorofare 12231	191
Thomas Johnson Memorial (State Route 4) Highway Bridge 12284	173	Upshur Bay 12210	131
Thomas Point 12270	175	Urbanna 12237	156
Thomas Point Shoal Light 12270	175	Urbanna Creek 12237	156
Thompson Point 12312	114	Urbanna Wharf 12237	156
Thorofare 12238	151		
Tidal Basin 12285	171	Ventnor City 12316	97
Tidal Current Charts	3	Ventnor Heights 12316	97
Tidal Current Charts/Atlas	218	Vessel Arrival Inspections	80
Tidal Current Diagrams	3, 218	Vessel Bridge-to-Bridge Radiotelephone Regulations ..	27
Tidal Current Tables	3, 218	Vessel Watering Points	6
Tide Tables	3, 218	Vienna 12261	192
Tides	73	Virginia Beach 12222	134
Tilghman 12266	195	Virginia Inside Passage 12211, 12210, 12221	132
Tilghman Creek 12270	197		
Tilghman Island 12266	194	Wachapreague 12210	131
Tilghman Point 12270	197	Wachapreague Channel 12210	131
Time	2, 80	Wachapreague Inlet 12210	131
Time Signals	12	Wading River 12316	97
Tippity Wicity Island 12233	162	Wakefield 12286	164
Tobacco Island 12228	187	Walker Point 12210	132
Tolchester Beach 12278	213	Walkerton 12243	153
Tolly Point 12283	179	Wall Cove 12278	202
Tolly Point Shoal 12283	179	Wallace Creek 12261	193
Toms Cove 12211	130	Wallops Island 12210	131
Toms River 12324	95	Walt Whitman Bridge 12313	115
Torresdale 12314	120	Wardells Neck 12324	95
Totuskey Bridge 12237	157	Wards Creek 12251	147
Totuskey Creek 12237	157	Ware River 12238	153
Towage	80	Waretown 12324	95
Towles Creek 12235	158	Waretown Creek 12324	95
Town Creek 12235	156	Warwick 12251	149
Town Creek 12266	195	Warwick River 12248	146
Town Creek 12284	173	Warwick River 12268	196
Town Point 12248	145	Washington Channel 12289	171
Town Point 12253	142	Washington Harbor 12289	170
Town Point 12264	174	Washington National Airport 12289	170
Town Point 12284	173	Washington, D.C. 12289	170
Townsend Channel 12316	99	Water View 12237	156
Townsend's Inlet 12316	90, 99	Watermelon Point 12266	195
Traffic Separation Scheme (Chesapeake Bay Entrance) 12221	134	Waterside 12253	142
Traffic Separation Scheme (Delaware Bay) 12214	104	Watts Island 12228	188
Traffic Separation Scheme (Smith Point) 12225	134, 161	Weather	74
Traffic Separation Scheme Off New York	81	Webster Cove 12261	191
Traffic Separation Schemes (Chesapeake Bay Entrance and Smith Point) 12221, 12225	134	Weems 12235	156
Traffic Separation Schemes (Traffic Lanes)	23, 72	Weems Creek 12282	183
Trappe Landing 12266	195	Wells Cove 12272	200
Travis Cove 12311	111	Wenona 12231	191
Tred Avon River 12266	195	Wescoat Point 12224	187
Trenton 12314	121	West Annapolis 12283	179
Tripe Bay 12266	194	West Atlantic City 12316	98
Tropical Cyclones	76	West Branch 12241	151
Tsunamis (seismic sea waves)	21	West Canal 12316	97
Tuckahoe 12316	98	West Creek 12324	96
Tuckahoe Bridge 12268	196	West Fork 12272	200
Tuckahoe Creek 12268	196	West Norfolk 12253	141
Tuckahoe River 12316	98	West Point 12243	152
Tuckerton 12316	96	West Point Island 12324	95
Tuckerton Creek 12316	96	West River 12270	175
Tue Marshes Light 12241	151	West Yeocomico River 12233	162
Tue Point 12241	151	Westecunk Creek 12324	96
Tunis Mills 12270	198	Western Branch 12235	156
Turkey Island Bend 12251	148	Western Branch 12248	145
Turkey Island Cutoff 12251	148	Western Branch 12253	141
Turkey Point 12270	197	Westville 12313	118
Turkey Point 12274	215	Wetipquin Creek 12261	192
Turner Creek 12274	215	White Creek 12216	129
Tyaskin 12261	192	White House 12243	153
		White Point Creek 12233	162
		White Rocks 12278	202
		White Shoal 12248	145

Whitehall Bay 12283	183	Winds	2
Whitehall Creek 12283	183	Wingate 12261	193
Whitehall Flats 12283	183	Wingate Point 12261	193
Whitehall Point 12274	216	Winter Harbor 12238	154
Whitehaven 12261	191	Winter Quarter Shoal 12211	130
Whitehouse Creek 12235	156	Wire Passage 12210	132
Whites Neck Creek 12286	164	Wise Point 12221	133
Whitestone Point 12289	169	Wise Point 12224	186
Whiting Creek 12235	156	Wittman 12270	195
Wicomico Creek 12261	191	Wolf Trap 12238	154
Wicomico River 12261	191	Wolf Trap Light 12238	154
Wicomico River 12286	164	Woodbury Creek 12312	115
Wildwood 12316	99	Woodhouse Landing 12237	157
Wildwood Beach 12237	157	Woodland 12261	192
Wildwood Crest 12316	99	Woodrow Wilson Memorial Bridge 12289	169
Willcox Wharf 12251	147	Wormley Creek 12241	151
William P. Lane, Jr. Memorial (Chesapeake Bay Bridge) Bridge (U.S. Route 50/301) 12270	183	Worton Creek 12278	213
Williams Creek 12287	167	Worton Point 12278	213
Williams Point 12261	191	Wreck Island 12224	131
Williams Wharf 12238	153	Wright Island Landing 12251	147
Williamsburg 12248	146	Wroten Island 12261	193
Williamsburg Landing 12248	146	Wye East River 12270	198
Willis Wharf 12210	131	Wye Island 12270	198
Williston 12268	196	Wye Narrows 12270	198
Willoughby Bank 12245, 12256	138	Wye River 12270	197
Willoughby Bay 12245, 12256	138	Wynne 12233	162
Willoughby Spit 12245, 12256	138		
Wills Hole Thoroughfare 12324	93	Yeocomico River 12233	162
Wilmington 12311	112	York River 12238, 12241, 12243	151
Wilson Creek 12238	153	York Spit 12238	151
Wilsonia Neck 12226	187	York Spit Channel 12221	150
Windmill Point 12222	150	York Spit Light 12238	151
Windmill Point 12235	155	Yorktown 12241	152
Windmill Point 12251	147	Yorktown Monument 12241	152
Windmill Point Light 12235	155	Yorktown Naval Weapons Station 12241	152
		Yorkville 12238	150

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